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BALTIMORE, NOVEMBER 26, 1908.

JOSEPH BRYAN.

Joseph Bryan began his career in Richmond nearly 40 years ago when the capital of Virginia was still a memorial of the wreck and ruin of the war. He was young, ambitious and energetic. Though he had seen service for the Confederacy, he was then hardly more than a boy in years. For nearly 40 years he was closely identified with all that made for the upbuilding and advancement of Richmond, of Virginia and of other parts of the South toward which Richmond developmental interests were directed, in many cases largely through his initiative, foresight and courage. Now he has completed his task. It led him into many paths, manufacturing, mining, transportation, journalism, finance and religion. In all he left his permanent impress; where success came he accepted it without undue exaltation; where there was disappointment his buoyant spirit refused to be appalled, and he has been known to turn into a victory what in other hands would have been defeat. He was one of the men who, while not figuring prominently in conventional biographies of the masterful ones of earth, led none the less effectively in the big fight that has placed the South upon the high road to prosperity. It was his fortune to live and see the rejuvenation of the section that he loved so well. Now that he rests, the South will learn to know and to appreciate more and more the optimistic enthusiasm, the devotion and the zeal that he displayed in its service.

TO GET INDUSTRIAL PLANTS.

H. E. Hershey, secretary Waco Business Men's Club, Waco, Texas, writes to the MANUFACTURERS' RECORD:

The Waco Business Men's Club has established what is popularly known as the Waco Public Enterprise Fund. This consists of a large sum of money which is available at all times to be used in securing new industries for the city. It is the intention of the club to make an effort to add to the already large number of manufacturing plants in Waco, and it is for this purpose that the Public Enterprise Fund was established.

This method of furthering industries has attractive points about it. It is not always certain that a project that may become an efficient agency in adding to the population and the wealth of a city can command from usual sources the funds necessary to set it going. Such a situation is in itself no proof that the project is not a worthy one. Recognition of the difficulty has been given in some localities in the construction of what is known as beehive factories, in which quarters, power and, perhaps, machinery have been rented to individuals having a practical idea, but not having the capital necessary to establish an independent plant, and from these beehives have developed important industries. The Waco plan, which we believe has been also tried elsewhere, if carried out successfully, will create a center where the merits of an industrial proposition may be considered in all its phases, and where it may be accepted or rejected as the circumstances may suggest. It ought to bring the Business Men's Club into intimate touch with the industrial life of Waco, and its enterprising spirit ought to operate to the expansion of that life.

IMMIGRATION.

Before enthusiasm over reports of a big increase in immigration in recent weeks gets to the point of blinding folks to the scheme of dumping a horde of individuals from the slums of great cities under pretext of aiding the South in immigration, the question should be raised as to the number of aliens among the incomers who left this country within the past 8 or 10 months with plenty of money and with return tickets in their pockets. It is a great game now being played through bureaus of the national government, conventions of one kind and another and other covers.

AS CLASSED ABROAD.

Mr. Ludwig Behr, 333 East Fiftieth street, New York, who is arranging to represent American manufacturers in Germany and Austria, in a letter to the MANUFACTURERS' RECORD, says:

You published a letter in which the author calls the MANUFACTURERS' RECORD "the best paper of this kind published in the United States." In addition, I beg to say that abroad I never saw an industrial magazine that involves the commercial development of its country in such a stimulating manner as your paper does.

THANKSGIVING INVENTORY OF THE SOUTH.

An inventory of accomplished facts of Southern progress since 1880, when it was enabled to resume its normal career, and of its material resources still to be thoroughly developed, makes it impossible for the South's Thanksgiving celebration to be condensed into the one day set apart by the civil authorities. Things that have been done are broadly suggested in the following figures of increases on various lines in the past twenty-eight years:

Population, from 16,369,960 to 26,834,705, or by 10,464,745, equal to 63.9 per cent.

True value of property, from \$7,505,000,000 to \$20,073,686,216, or by \$12,568,686,216, equal to 167 per cent.

Capital in manufactures, from \$257,244,564 to \$2,100,000,000, or by \$1,842,755,436, equal to 716.6 per cent.

Products of manufactures, from \$457,454,777 to \$2,000,000,000, or by \$2,142,545,223, equal to 468.9 per cent.

Capital in cotton mills, from \$21,000,000 to \$266,500,000, or by \$245,500,000, equal to 1169 per cent.

Active spindles in cotton mills, from 667,754 to 10,443,761, or by 9,776,007, equal to 1464 per cent.

Active looms in cotton mills, from 14,323 to 222,539, or by 208,216, equal to 1453 per cent.

Cotton used, from 108,694,889 pounds to 1,059,519,893 pounds, or by 950,825,004 pounds, equal to 875 per cent.

Capital in cotton-oil mills, from \$3,800,000 to \$80,000,000, or by \$76,200,000 equal to 2368 per cent.

Pig-iron produced, from 397,301 tons to 3,445,221 tons, or by 3,047,920 tons, equal to 767 per cent.

Coke made, from 372,436 tons to 9,289,471 tons, or by 8,917,035, equal to 2394 per cent.

Value of lumber products, from \$39,000,000 to \$365,000,000, or by \$326,000,000, equal to 836 per cent.

Lumber cut, from 3,410,294,000 feet to 19,303,983,000 feet, or by 15,893,689,000 feet, equal to 466 per cent.

Value of farm products, from \$660,000,000 to \$2,225,000,000, or by \$1,565,000,000, equal to 237 per cent.

Bales of cotton raised, from 5,723,934 to 10,582,966, or by 4,859,032 bales, equal to 85 per cent.

Value of the cotton crop, not including seed, from \$312,303,000 to \$614,034,000, or by \$301,731,000, equal to 96 per cent.

Corn, wheat and oats raised, from 577,328,440 bushels to 818,318,000 bushels, or by 240,989,560 bushels, equal to 41 per cent.

Value of mineral products, from \$13,817,930 to \$286,818,347, or by \$273,000,417, equal to 1976 per cent.

Coal mined, from 6,637,003 tons to \$94,829,835 tons, or by 88,192,832 tons, equal to 1470 per cent.

Iron ore mined, from 842,454 tons to 6,316,027 tons, or by 5,473,573 tons, equal to 649 per cent.

Petroleum produced, from 179,000 barrels to 27,239,057 barrels, or by 27,060,057 barrels, equal to 15,118 per cent.

Phosphate mined, from 190,763 tons to 2,253,198 tons, or by 2,062,435 tons, equal to 1081 per cent.

Railroad length, from 20,612 miles to 67,181 miles, or by 46,569 miles, equal to 221 per cent.

Exports from Southern ports, from \$264,965,753 to \$648,098,715, or by \$383,192,962, equal to 145 per cent.

Aggregate resources of national banks, from \$171,464,172 to \$1,100,117,838, or by \$928,653,666, equal to 541 per cent.

Capital of national banks, from \$46,688,930 to \$162,558,230, or by \$115,869,300, equal to 248 per cent.

Individual deposits in national banks, from \$64,733,249 to \$531,277,537, or by \$466,544,288, equal to 721 per cent.

Deposits in State banks, savings banks, private banks and loan and trust companies, from \$83,444,576 to \$624,752,437, or by \$541,307,861, equal to 649 per cent.

Expenditures for common schools, from \$9,796,040 to \$37,687,615, or by \$27,891,575, equal to 285 per cent.

This record of achievement is as nothing compared to what the South is yet to do in realizing fully its vast potentialities. To begin with, its area of 806,947 square miles is for the most part scantily populated, when one considers the more than 100 persons to the square mile supported in New England, or the 93 persons to the square mile in such a State as Illinois. When the density of population in the whole South shall be equal to that of Illinois there will be 75,046,071 inhabitants of the South, nearly the population of the whole country in 1900. That there is room for such a population and a support for it is obvious in the fact that of the 516,446,680 acres of land in the South, but 337,981,784 acres, or 65 per cent. of the whole, are in farm land, and of the farm land but 116,779,896 acres, or 34 per cent., are improved. To be sure, such facts as 23,310,000 acres of non-agricultural and mountainous lands in the Southern Appalachians and other millions of acres of lands that should never cease to be timber-bearing must be considered in discussion of Southern agricultural possibilities. On the other hand, there are

more than 55,000,000 acres of wet lands, an area nearly half as large again as the total area of New England, the greater portion of which is capable, through reclamation, of raising immense and valuable crops.

Even without such reclamation, but through better methods of cultivation, the South can increase its agricultural output. While its population has increased since 1860 from 11,021,146 to 26,834,705, or by 15,813,559, equal to 143 per cent., its production of corn, wheat and oats has only increased from 431,516,000 bushels to 818,318,000 bushels, or by 386,802,000 bushels, equal to 85 per cent., and its cotton crop from 4,861,292 bales to 10,582,966 bales, or by 5,721,674 bales, equal to 118 per cent. Though there have been variations from time to time, the general tendency in recent years has been toward a decrease of production per acre for cotton, the pounds per acre in the season of 1898-99, for instance, having been 232 and only 174 pounds in the season just closed. The grains, on the contrary, have shown a tendency toward increased production per acre, the average for the South increasing between 1866 and last year from 16.5 bushels to 19.7 bushels per acre for corn, and from 6.5 bushels to 11.6 bushels per acre for wheat, though there was a decrease from 19.3 bushels to 18.4 bushels per acre for oats, all three of the grain crops in the South, indeed, sharing the general decrease for those crops in the whole country.

What might otherwise be regarded as a halting in agricultural productivity, in spite of the tendency to diversification, notably manifested in the \$100,000,000 worth of early fruits and vegetables sent to the country's markets from the South, is partly accounted for by the tremendous draft made upon the population for workers in other fields than farming. The demand in this particular must steadily become greater, and to meet it the tide of immigration from other parts of the country must rise higher and higher. Since 1880 the South has cut 254,450,000 feet of lumber, or 34 per cent. of the total cut of the country. It must for some years yet continue to cut an increasingly greater proportion, and it still has probably 40 per cent. of the timber that is merchantable, and a greater share of the area which, under proper methods of handling, may be a permanent source of lumber supply.

Already it is producing in commercial quantities more than 50 of the leading minerals, and in two of them, coal and iron, has a place of enlarging importance. In 1880 the South produced less than 9 per cent. of the country's coal, but last year its 94,829,835 tons represented nearly 20 per cent. of the total output. The estimated total area of coal fields in the South, including territory that may contain workable coal, is 148,466 square miles, with an original supply, not including the lignites of Louisiana and Mississippi, of 494,190,000,000 tons, of which only 1,585,000,000 tons have been mined. Of iron ore the South produced less than 11 per cent. in 1880 and more than 12 per cent. in 1907. The South must yield in the future a greater proportion of the country's output of iron ore. Its resources are sufficient to meet the demand for several generations if not a pound of ore should be mined elsewhere. Trained investigators have not yet been able to measure with accuracy the possible iron ore capabilities of the South. But they have placed 2,575,000,000 tons as the minimum of workable brown and red ore above the 1000-foot level in four States alone—Alabama, Georgia, Tennessee and Virginia—and calculate that if to that total are added the gray ores of Alabama, the red and brown ores in the four States named occurring at deeper levels and those of Maryland, West Virginia, Kentucky and Texas, together with other iron ores of the South, the grand total to be mined is 10,000,000,000 tons.

Greater uncertainty as to possibilities exists for petroleum, phosphate rock, building stones and other minerals. But there is a certainty that complete results must be accompanied by an expansion in railroad building. Illinois, a State in which agriculture, mining and manufacturing are fairly well balanced, has one mile of railroad for every 4.6 miles of area. The South will not have too great a railroad mileage when it is as well supplied as Illinois. When that shall be the case it will have 175,423 miles of railroad, or more than two and a half times its present mileage.

This betterment of railroad facilities will swell the importance of Southern ports in American commerce. Already the South, which produces between 39 and 41 per cent. of the merchandise exported from the country, sends annually through its ports between 33 and 35 per cent. of the products destined for foreign countries. The weight of Southern ports, particularly those on the Gulf coast, has steadily become greater and greater with the building of north and south railroad lines in the Mississippi Valley, and it is to become even greater when Southern waterways aggregating more than 16,200 miles of navigable length are fully utilized in commerce along with the completion of such projects as the intercoastal waterway, giving safe passage along the Gulf and Atlantic coasts from Massachusetts Bay to the Rio Grande. Immediately connected with the improvement of the streams for commerce is their conquest in the upper stretches in hydro-electric development. Hardly 500,000 horse-power in Southern streams has yet been developed for industrial power. In less than a dozen of these streams in the Appalachian region there is an estimated minimum horse-power ranging from 2,731,270 for the year to 4,929,573 for the six high-water months. And that is by no means the limit of power even in those streams, when properly handled, to say nothing of great streams in other parts of the South.

In giving thanks for what it has accomplished, the South must gird up its loins for mightier deeds.

BILTMORE FORESTRY.

No other event in the South in this holiday week will give opportunity for more practical pleasure than the celebration of the twentieth anniversary of the founding of forestry in the South and the tenth anniversary of the opening of the Biltmore Forest School. The first was made possible when George W. Vanderbilt settled in North Carolina in 1888 and bought up a domain covering 130,000 acres of land known as the Bilt-

more tract. There the chance offered for a demonstration of the feasibility and benefit of scientific handling of forest lands. It was promptly seized and developed upon a plane of liberality and intelligence unsurpassed in the annals of individual enterprise in this field. As a result, after 20 years, there are now within the Biltmore estate 3000 acres of forest obtained by the reforestation of abandoned and eroding fields, 40,000 acres revived from a condition of wretchedness, to which they had been

reduced by reckless cutting, firing and pasturage, and which, in the usual order of things, would have ended in utter ruin, and 90,000 acres of primeval forests where forestry of an American type is being gradually introduced.

To inspect these accomplishments and to study the promise of greater things to come, Dr. Carl A. Schenck, director of the Biltmore Forest School, which, by the way, has a faculty of 17 specialists, issued last week invitations to men who have a right to be interested in all the bearings which this great forestry undertaking has upon the future of the woodlands of the South. Those who are fortunate enough to be able to accept the invitations are to be congratulated; those who could not be on hand must find consolation in the careful perusal of the artistic brochures sent with the invitation, one a guide to the Biltmore Forest and the other an exposition of the work of the Biltmore Forest School.

SOUTHERN FARMS, 1908.

Preliminary figures of a few of the leading crops of the country give a chance for suggestion of Southern agricultural productivity during 1908. The cotton crop planted this year will probably reach between 12,000,000 and

Corn, Bushels.		
States.	1908.	1907.
Alabama.....	44,835,000	45,896,000
Arkansas.....	52,540,000	43,430,000
Florida.....	6,584,000	7,017,000
Georgia.....	56,438,000	57,538,000
Kentucky.....	84,823,000	93,000,000
Louisiana.....	33,898,000	28,000,000
Maryland.....	23,753,000	22,196,000
Mississippi.....	45,845,000	42,500,000
North Carolina.....	50,166,000	45,078,000
South Carolina.....	29,229,000	29,807,000
Tennessee.....	74,747,000	78,364,000
Texas.....	201,848,000	155,589,000
Virginia.....	48,828,000	46,025,000
West Virginia.....	23,962,000	21,280,000
Total.....	777,496,000	715,720,000
United States.....	2,642,687,000	2,592,320,000

13,000,000 bales, at least. The corn crop is estimated at 777,496,000 bushels, an increase over 1907 of 61,776,000 bushels, or 8.6 per cent., while the crop of the country was 2,642,687,000 bushels, an increase of 50,367,000 bushels, or but 1.9 per cent., and that in spite of decreases in Alabama, Florida, Georgia, Kentucky, South Carolina and Tennessee. The rice crop in nine Southern

Rice, Bushels.		
States.	1908.	1907.
Alabama.....	63,000	35,000
Arkansas.....	406,000	222,000
Florida.....	52,000	69,000
Georgia.....	85,000	81,000
Louisiana.....	11,826,000	8,680,000
Mississippi.....	34,000	24,000
North Carolina.....	20,000	23,000
South Carolina.....	491,000	516,000
Texas.....	9,741,000	9,088,000
Total.....	22,718,000	18,738,000

States was 22,718,000 bushels, an increase of 3,980,000 bushels, or 21.2 per cent., decreases being noted in Florida, North Carolina and South Carolina, and Louisiana showing the greatest increase, more than 3,000,000 bushels. Arkansas is steadily advancing in this particular, its production in 1908 over the preceding year having been nearly 83 per cent.

Irish Potatoes, Bushels.		
States.	1908.	1907.
Alabama.....	1,275,000	1,425,000
Arkansas.....	2,050,000	1,750,000
Georgia.....	780,000	830,000
Kentucky.....	2,356,000	2,960,000
Louisiana.....	1,066,000	804,000
Maryland.....	2,464,000	2,850,000
Mississippi.....	546,000	540,000
North Carolina.....	1,817,000	2,024,000
South Carolina.....	729,000	630,000
Tennessee.....	1,760,000	1,870,000
Texas.....	2,485,000	2,409,000
Virginia.....	5,016,000	4,480,000
West Virginia.....	2,856,000	2,822,000
Total.....	35,200,000	35,404,000
United States.....	274,660,000	297,342,000

Figures for Florida omitted. The country's production of potatoes, 274,660,000 bushels, was 23,282,000 bushels less than that of the preceding year, and the South's production,

25,200,000 bushels, was less by 204,000 bushels. The decrease in the country was nearly 7 per cent., but in the South only eight-tenths of 1 per cent. There was a falling off, too, in tobacco of 34,664,000 pounds, or 6.8 per cent., and in the country of 68,492,000 pounds, or 10.6 per cent. Naturally, Kentucky

Tobacco, Pounds.		
States.	1908.	1907.
Alabama.....	284,000	270,000
Arkansas.....	544,000	513,000
Florida.....	5,569,000	6,937,000
Georgia.....	2,706,000	3,182,000
Kentucky.....	160,755,000	240,478,000
Louisiana.....	87,000	35,000
Maryland.....	16,551,000	16,962,000
Mississippi.....	25,000	47,000
North Carolina.....	117,870,000	100,875,000
South Carolina.....	22,376,000	20,070,000
Tennessee.....	45,756,000	37,230,000
Texas.....	690,000	370,000
Virginia.....	83,543,000	74,556,000
West Virginia.....	3,600,000	3,456,000
Total.....	470,266,000	504,931,000
United States.....	629,634,000	698,126,000

showed a marked decrease of nearly 80,000,000 pounds, but the decreases in other Southern States, Florida, Georgia and Mississippi were comparatively slight. The changes by States as to all the crops mentioned are shown in the accompanying tables:

THE SOUTH IN A NUTSHELL.

The information published on the following eight pages of this issue of the MANUFACTURERS' RECORD is the most comprehensive and thorough statistical exposition of the progress and potentialities of the South that has ever been given to the public. We have confidence in that statement, because for 25 years we have published as quickly as they became accessible the magnificent facts of Southern achievement upon which these latest and most up-to-date statistics are based, and have, in addition, issued from time to time more or less elaborate summaries which have carried to the four quarters of civilization the knowledge about the South which has been so effective in hastening its material development. Coincidentally we have gladly furnished in printed matter or in personal correspondence to thousands of statesmen, educators, business men, magazines and newspapers similar material for orations, essays, editorials and other articles in the desire to neglect no opportunity or means for furthering the work of keeping the South and the rest of the country informed of the vast possibilities within the area stretching from Maryland to Texas.

This latest array of facts, embodied in positive figures or in conservative estimates as to the present year in some cases, is to be republished in pamphlet form for the widest possible circulation. Single copies of the pamphlet will be sold for 25 cents. A reduction in price, according to the number of thousands ordered, will be made in favor of individuals, firms or corporations interested in the South who may desire to circulate on their own account the pamphlet for the promotion of Southern progress.

THE COTTON MOVEMENT.

In his report for November 20 Col. Henry G. Hester, secretary of the New Orleans Cotton Exchange, shows that the amount of cotton brought into sight during 81 days of the present season was 5,512,428 bales, an increase over the same period last year of 1,528,841 bales. The exports were 2,577,635 bales, an increase of 575,161 bales. The takings were, by Northern spinners, 847,925 bales, an increase of 394,568 bales; by Southern spinners, 556,934 bales, a decrease of 46,622 bales.

Results—The South—Resources

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SUMMARY OF SOUTHERN PROGRESS SINCE 1880.

	1880.	1900.	1908.
Population.....	16,369,960	23,548,401	26,834,705
Density.....	20.3	29.1	33.2
Manufactures:			
Capital.....	\$257,244,564	\$1,153,002,368	\$2,100,000,000
Products.....	\$457,454,777	\$1,463,643,177	\$2,600,000,000
Cotton Mills:			
Capital.....	\$21,000,000	\$112,837,000	\$266,500,000
Spindles, active.....	667,754	4,453,729	10,443,761
Looms, active.....	14,323	112,806	222,539
Cotton used, pounds.....	108,694,989	747,744,066	1,059,519,893
Cotton-Oil Mills:			
Number.....	45	369	800
Capital.....	\$3,800,000	\$34,450,000	\$90,000,000
Pig-iron made, tons.....	397,301	2,604,671	*3,445,221
Coke made, tons.....	372,436	5,799,384	*9,289,471
Lumber products, value.....	\$39,000,000	\$188,114,000	\$365,000,000
Lumber cut, feet.....	3,410,294,000	13,030,107,000	*19,303,983,000
Farm products, value.....	\$600,000,000	\$1,271,654,000	\$2,225,000,000
Cotton Crop:			
Bales.....	5,723,934	9,003,296	10,582,966
Value, without seed.....	\$312,303,000	\$339,958,000	\$614,034,000
Grain Products, bushels:			
Corn.....	406,825,484	476,655,808	*715,780,000
Wheat.....	55,301,686	93,358,836	*59,485,000
Oats.....	55,201,270	83,998,256	*43,053,000
Mineral products, value.....	\$13,817,930	\$114,945,009	*\$286,818,347
Coal mined, tons.....	6,037,003	49,048,059	*94,829,835
Iron ore mined, tons.....	842,454	4,707,449	*6,316,027
Petroleum, barrels.....	179,000	17,093,973	*27,239,057
Phosphate mined, tons.....	190,763	1,489,907	*2,253,198
Railroad mileage.....	20,612	52,504	67,181
Exports, value.....	\$264,905,753	\$484,644,177	\$648,098,715
National Banks:			
Resources.....	\$171,464,172	\$516,798,036	\$1,100,117,838
Capital.....	\$46,688,930	\$86,371,980	\$162,558,230
Individual deposits.....	\$64,733,249	\$264,938,284	\$531,277,537
Other banks, deposits.....	\$83,444,576	\$254,439,168	\$624,752,437
Common Schools:			
Expenditures.....	\$9,796,040	\$26,535,848	†\$37,687,615
Property, true value.....	\$7,505,000,000	\$13,863,073,149	\$20,073,686,216

*Figures of 1907. †Figures of 1905-1906. ‡Figures of 1882.

SUMMARY OF THE COUNTRY'S PROGRESS SINCE 1880.

(Continental United States.)

	1880.	1900.	1908.
Population.....	50,155,783	75,904,575	86,862,666
Density.....	16.9	25.5	29.5
Manufactures:			
Capital.....	\$2,790,272,606	\$9,831,486,500	\$16,000,000,000
Products.....	\$5,369,579,191	\$13,010,036,514	\$20,000,000,000
Cotton Mills:			
Capital.....	\$208,280,346	\$460,842,772	\$688,750,000
Spindles, active.....	10,653,435	19,050,952	27,505,402
Looms, active.....	225,759	455,752	595,000
Cotton used, pounds.....	750,343,981	1,817,643,390	1,924,970,219
Cotton-Oil Mills:			
Number.....	(Only about 30, with an output of \$5,000,000, outside the South.)		
Capital.....			
Pig-iron made, tons.....	3,835,191	13,789,242	*25,781,361
Coke made, tons.....	3,338,300	20,533,348	†40,779,564
Lumber products, value.....	\$233,268,729	\$566,832,984	\$750,000,000
Lumber cut, feet.....	18,087,366,000	34,780,513,000	†40,256,154,000
Farm products, value.....	\$2,212,540,927	\$4,717,069,973	\$8,000,000,000
Cotton Crop:			
Bales.....	5,761,252	9,436,416	11,571,966
Value, without seed.....	\$313,696,000	\$363,773,000	\$672,285,000
Grain Products, bushels:			
Corn.....	1,717,434,543	2,105,102,516	†2,592,320,000
Wheat.....	498,549,868	522,229,505	†634,087,000
Oats.....	417,885,380	809,125,989	†754,443,000
Mineral products, value.....	\$455,216,689	\$1,067,605,587	†\$2,069,289,196
Coal mined, tons.....	71,481,570	269,684,027	†480,363,424
Iron ore mined, tons.....	7,974,806	27,553,161	†51,720,619
Petroleum, barrels.....	26,286,123	63,620,529	†166,095,335
Phosphate mined, tons.....	211,377	1,491,216	†2,265,343
Railroad mileage.....	92,296	194,321	228,128
Exports, value.....	\$835,638,658	\$1,394,483,082	\$1,860,773,346
National Banks:			
Resources.....	\$2,105,786,626	\$5,048,138,499	\$89,027,260,485
Capital.....	\$466,365,085	\$630,299,031	\$892,463,172
Individual deposits.....	\$873,537,637	\$2,508,248,557	\$4,548,135,165
Other banks, deposits.....	\$1,319,094,576	\$4,780,893,692	\$8,709,959,961
Common Schools:			
Expenditures.....	\$78,094,687	\$214,964,618	†\$307,765,659
Property, true value.....	\$43,642,000,000	\$88,517,306,775	\$129,489,102,208

*Figures of 1907. †Figures of 1905-1906. ‡Figures of 1882. §Includes island possessions in 1908.

AREA OF THE SOUTH, SQUARE MILES.

States.	Water.	Land.	Total.
Alabama.....	719	51,279	51,998
Arkansas.....	810	52,525	53,335
District of Columbia.....	10	60	70
Florida.....	3,805	54,861	58,666
Georgia.....	540	58,725	59,265
Kentucky.....	417	40,181	40,598
Louisiana.....	3,007	45,409	48,506
Maryland.....	2,386	9,941	12,327
Mississippi.....	503	46,362	46,865
North Carolina.....	3,686	48,740	52,426
South Carolina.....	494	30,495	30,989
Tennessee.....	335	41,687	42,022
Texas.....	3,498	262,398	265,896
Virginia.....	2,365	40,262	42,627
West Virginia.....	148	24,022	24,170
Total.....	22,813	806,947	829,760
United States.....	52,630	2,974,159	*3,026,789

*This total does not include the areas of Hawaii and Alaska, certain areas of the Great Lakes and the water surface of the oceans or the Gulf of Mexico lying within the jurisdiction of the United States.

SOUTH'S AREA IN ACREAGE.

States.	Total.	In Farms.*	Improved.	Unimproved.
Alabama.....	32,818,560	8,654,991	12,030,436	
Arkansas.....	33,616,000	6,953,735	9,682,984	
District of Columbia.....	38,400	5,934	2,555	
Florida.....	35,111,040	1,511,653	2,852,238	
Georgia.....	37,584,000	10,615,644	15,776,413	
Kentucky.....	25,715,840	13,741,968	8,237,454	
Louisiana.....	29,061,760	4,666,532	6,392,595	
Maryland.....	6,362,240	3,516,352	1,653,723	
Mississippi.....	29,671,680	7,594,428	10,646,308	
North Carolina.....	31,193,600	8,327,106	14,422,250	
South Carolina.....	19,516,800	5,775,741	8,200,273	
Tennessee.....	26,679,680	10,245,950	10,096,108	
Texas.....	167,934,720	19,576,076	106,230,941	
Virginia.....	25,767,680	10,094,805	9,813,078	
West Virginia.....	15,374,080	5,498,981	5,155,532	
Total.....	516,446,080	116,779,896	221,201,888	
United States.....	1,903,461,700	414,793,191	426,408,355	

*Figures of 1900.

In estimating the possibilities of an expansion of farm acreage in the South one must consider 55,149,200 acres of reclaimable wet land and such facts as 23,310,000 acres of non-agricultural and mountainous lands in the Southern Appalachians.

ALTITUDES IN THE SOUTH.

Of altitudes in the South that have been measured, 2483, not including varying measurements of the same places, are above 1000 feet. The range by States is as follows:

States.	1000 and under 2000.	2000 and under 3000.	3000 and under 4000.	4000 and under 5000.	5000 and under 6000.	6000 and under 7000.	7000 and under 8000.	8000 and under 9000.	9000 and under 10000.	Total.
Alabama.....	70	1	...	...	...	...	...	...	...	71
Arkansas.....	178	21	...	...	...	...	...	...	...	199
Georgia.....	129	36	56	25	1	...	...	...	...	247
Kentucky.....	62	...	...	...	...	...	...	...	...	62
Maryland.....	26	41	5	...	...	...	...	...	...	72
North Carolina.....	119	93	40	65	45	32	...	...	...	394
South Carolina.....	15	1	6	...	...	...	...	...	...	22
Tennessee.....	150	22	21	16	19	16	...	...	...	244
Texas.....	226	71	79	37	8	5	6	1	...	433
Virginia.....	201	90	59	23	2	...	...	...	...	375
West Virginia.....	224	80	37	23	...	...	...	...	...	364
Total.....	1,400	456	303	189	75	53	6	1	...	2,483

The highest altitudes measured by States are: Texas, Baldy Peak, 8382 feet; North Carolina, Mt. Mitchell, 6711 feet; Tennessee, Mt. Guyot, 6636 feet; Virginia, Rogers Mountain, 5719 feet; Georgia, Sitting Bull Mountain, 5046 feet; West Virginia, Spruce Knob, 4860 feet; South Carolina, Rich Mountain, 3569 feet; Maryland, Allegheny Heights, 3187 feet; Arkansas, Fourche Mountain and Magazine Mountain, each 2800 feet; Alabama, Pulpit Rock, 2018 feet; Kentucky, Frazier Knob, 1540 feet; Mississippi, Holly Springs, 602 feet; Louisiana, Arcadia, 368 feet; District of Columbia, Soldiers' Home Grounds, 330 feet, and Florida, Mossey Head, 274 feet.

Indicative of the range of altitudes generally are the measurements at weather bureau stations in the several States, taking the capital city and two other localities, as follows:

Alabama—Montgomery, 222; Mobile, 57; Birmingham, 608.
Arkansas—Little Rock, 357; Camden, 140; Fort Smith, 457.
Florida—Tallahassee, 183; Tampa, 34; Jacksonville, 43.
Georgia—Atlanta, 1174; Savannah, 65; Columbus, 262.
Kentucky—Frankfort, 560; Louisville, 525; Lexington, 989.
Louisiana—Baton Rouge, 35; New Orleans, 51; Shreveport, 249.
Maryland—Annapolis, 20; Baltimore, 123; Cumberland, 650.
Mississippi—Jackson, 288; Greenville, 126; Meridian, 375.
North Carolina—Raleigh, 363; Charlotte, 773; Asheville, 2250.
South Carolina—Columbia, 351; Port Royal, 5; Charleston, 10.
Tennessee—Nashville, 546; Memphis, 397; Knoxville, 1004.
Texas—Boston, 650; Galveston, 54; Waco, 424.
Virginia—Richmond, 144; Norfolk, 91; Staunton, 1380.
West Virginia—Charleston, 598; Wheeling, 637; White Sulphur Springs, 2000.
These measurements are not at the surface of the ground, but are at the elevations of stations of the Weather Bureau.

POPULATION OF THE SOUTH.

States.	1880.	1900.	1908.
Alabama.....	1,262,505	1,828,697	2,089,640
Arkansas.....	802,525	1,311,564	1,462,459
District of Columbia.....	177,624	278,718	318,615
Florida.....	269,493	528,542	662,075
Georgia.....	1,542,180	2,216,331	2,528,942
Kentucky.....	1,648,690	2,147,174	2,384,770
Louisiana.....	939,946	1,381,625	1,509,841
Maryland.....	934,943	1,188,044	1,307,373
Mississippi.....	1,131,597	1,551,270	1,766,886
North Carolina.....	1,399,750	1,893,810	2,120,395
South Carolina.....	995,577	1,340,316	1,495,279
Tennessee.....	1,542,359	2,020,616	2,227,949
Texas.....	1,591,749	3,048,710	3,731,624
Virginia.....	1,512,565	1,854,184	2,016,603
West Virginia.....	618,457	958,800	1,122,254
Total.....	16,369,960	23,548,401	26,834,705
United States.....	50,155,783	75,994,575	86,862,666

NEGRO POPULATION OF THE SOUTH.

States.	1880.	1900.	1908.
Alabama.....	600,103	827,307	952,230
Arkansas.....	210,666	366,856	475,448
District of Columbia.....	59,506	86,702	96,586
Florida.....	126,690	230,730	318,875
Georgia.....	725,133	1,034,813	1,210,731
Kentucky.....	271,451	284,706	290,115
Louisiana.....	483,655	650,804	740,615
Maryland.....	210,230	235,064	246,112
Mississippi.....	650,291	907,630	1,049,220
North Carolina.....	531,277	624,469	668,181
South Carolina.....	604,332	782,321	873,070
Tennessee.....	403,151	480,243	516,740
Texas.....	393,384	620,722	769,075
Virginia.....	631,616	660,722	672,615
West Virginia.....	25,886	43,499	53,330
Total.....	5,927,461	7,836,588	8,934,943
United States.....	6,580,793	8,833,994	10,044,251

FOREIGN-BORN IN THE SOUTH.

States.	1880.	1900.	Admitted 1905.
Alabama.....	9,734	14,592	912
Arkansas.....	10,350	14,289	432
District of Columbia.....	17,122	20,119	2,330
Florida.....	9,909	23,832	8,972
Georgia.....	10,564	12,403	518
Kentucky.....	59,517	50,249	681
Louisiana.....	54,146	52,903	5,101
Maryland.....	82,806	93,934	8,511
Mississippi.....	9,209	7,981	1,342
North Carolina.....	3,742	4,492	183
South Carolina.....	7,686	5,528	328
Tennessee.....	16,702	17,746	782
Texas.....	114,616	179,357	4,022
Virginia.....	14,696	19,461	1,609
West Virginia.....	18,265	22,451	8,691
Total.....	439,064	539,337	44,414
United States.....	6,679,943	10,341,276	1,026,499

POPULATION OF THE SOUTH—1860.

States.	Total.	Foreign-born.	Negro.
Alabama.....	964,201	12,352	437,770
Arkansas.....	435,450	3,741	111,259
District of Columbia.....	75,080	12,484	14,316
Florida.....	140,425	3,309	62,677
Georgia.....	1,057,286	11,671	465,698
Kentucky.....	1,155,684	59,799	236,167
Louisiana.....	708,002	81,029	350,373
Maryland.....	687,049	77,536	171,131
Mississippi.....	791,305	8,558	437,404
North Carolina.....	992,622	3,299	361,522
South Carolina.....	703,708	9,986	412,320
Tennessee.....	1,109,801	21,236	283,019
Texas.....	604,215	43,434	182,921
Virginia.....	1,596,318	35,058	548,907
Total.....	11,021,146	383,482	4,075,484
United States.....	31,443,322	4,136,275	4,441,730

In 1860, of the total number, 7,478,862, free-born natives of the South in the United States, 924,235 were living in the States outside the South. And of the total, 6,798,698, natives of the United States living in the South, but 244,071 were natives of States outside the South. In the shifting of population the balance against the South was 680,164. It is estimated that at this time the balance against the South is not as great, in view of the steady trend of immigration Southward during the past 10 years, but there are only five Southern States which have received into their population a greater number of natives of other States than they have sent to other States, the balances being Arkansas, 223,644; Florida, 125,293; Louisiana, 27,008; Texas, 630,055, and West Virginia, 48,453.

SOUTHERN MANUFACTURING PROGRESS, 1880-1900.

States.	Capital.		Value of Products.	
	1880.	1900.	1880.	1900.
Alabama.....	\$9,668,008	\$70,370,081	\$13,565,504	\$80,741,449
Arkansas.....	2,953,130	35,960,640	6,756,159	45,197,731
District of Columbia.....	5,552,526	41,981,245	11,882,316	47,667,622
Florida.....	3,210,680	33,107,477	5,546,448	36,810,243
Georgia.....	20,672,410	89,789,656	36,440,948	106,654,527
Kentucky.....	45,813,039	104,070,791	75,483,377	154,166,365
Louisiana.....	11,462,468	113,084,204	24,205,183	121,181,683
Maryland.....	58,742,384	163,147,260	106,780,563	242,552,990
Mississippi.....	4,727,600	35,807,419	7,518,302	40,431,396
North Carolina.....	13,045,639	76,503,894	20,095,037	94,919,663
South Carolina.....	11,205,894	67,356,465	16,738,008	58,748,731
Tennessee.....	20,092,845	71,814,038	37,074,886	108,144,565
Texas.....	9,245,561	90,433,882	20,719,928	119,414,982
Virginia.....	26,968,090	103,670,988	51,780,992	132,172,910
West Virginia.....	13,883,390	55,904,238	22,867,126	74,838,330
Total South.....	\$257,244,564	\$1,153,002,368	\$457,454,777	\$1,463,643,177
Total United States.....	\$2,790,272,696	\$9,831,486,500	\$5,369,579,191	\$13,010,036,514

FOUR YEARS' FACTORY PROGRESS.

States.	Capital.		Products.	
	1900.	1904.	1900.	1904.
Alabama.....	\$60,165,904	\$105,382,859	\$72,109,929	\$109,169,922
Arkansas.....	25,384,636	46,306,116	39,887,578	53,864,394
District of Columbia.....	17,960,498	20,199,783	16,426,408	18,359,159
Florida.....	25,682,171	32,971,982	34,183,509	50,298,290
Georgia.....	79,303,316	135,211,551	94,532,368	151,040,455
Kentucky.....	87,995,822	147,282,478	126,508,660	159,753,968
Louisiana.....	100,874,729	150,810,608	111,397,919	186,379,592
Maryland.....	149,155,313	201,877,966	211,076,143	243,375,996
Mississippi.....	22,712,186	50,256,309	33,718,517	57,451,145
North Carolina.....	68,283,005	141,000,639	85,274,083	142,520,776
South Carolina.....	62,750,027	113,422,224	53,335,811	79,376,262
Tennessee.....	63,140,657	102,439,481	92,749,129	137,960,476
Texas.....	63,655,616	115,664,871	92,894,433	150,528,389
Virginia.....	92,299,589	147,989,182	108,644,150	148,856,525
West Virginia.....	49,103,138	86,820,823	67,006,822	99,040,676
Total South.....	\$968,466,607	\$1,597,636,872	\$1,239,745,459	\$1,787,976,325
Total United States.....	\$8,978,825,200	\$12,686,265,673	\$11,411,121,122	\$14,802,147,087

It will be noted that the figures of progress between 1900 and 1904 deal only with actual factories, and not with neighborhood industries and hand trades, included in the statistics of manufacturing progress between 1880 and 1900. The conservative estimate of the amount of capital and the value of products in the statistics of manufactures in 1908 takes into account the depression following the financial disturbance of 1907, and represents, perhaps, the facts as to factories proper, rather than all manufactures, including hand trades, etc.

SOUTHERN MANUFACTURES—1860.

States.	Capital.	Value of Products.
Alabama.....	\$8,008,181	\$10,588,566
Arkansas.....	1,316,610	2,880,578
District of Columbia.....	2,905,865	5,412,102
Florida.....	1,874,125	2,447,909
Georgia.....	10,890,875	16,925,564
Kentucky.....	20,256,579	37,931,240
Louisiana.....	7,151,172	15,587,473
Maryland.....	23,230,608	41,735,157
Mississippi.....	4,384,492	6,590,687
North Carolina.....	9,693,703	16,678,698
South Carolina.....	6,931,756	8,615,195
Tennessee.....	14,426,261	17,987,225
Texas.....	3,272,450	6,577,202
Virginia.....	26,935,560	50,652,124
Total.....	\$142,368,237	\$240,609,780
United States.....	\$1,009,855,715	\$1,885,861,676

SOUTHERN COTTON INDUSTRY—1880.

States.	Cotton Used. Pounds.	Spindles.	Looms.
Alabama.....	7,271,791	49,432	863
Arkansas.....	340,000	2,015	28
Florida.....	166,250	816	...
Georgia.....	33,757,199	198,656	4,493
Kentucky.....	1,882,234	9,022	73
Louisiana.....	644,000	6,096	120
Maryland.....	24,166,232	125,706	2,425
Mississippi.....	2,881,853	18,568	644
North Carolina.....	11,832,641	92,385	1,790
South Carolina.....	15,601,005	82,334	1,676
Tennessee.....	4,944,279	35,736	818
Texas.....	119,986	2,648	71
Virginia.....	5,087,519	44,340	1,322
Total.....	108,694,980	667,754	14,323
United States.....	750,343,981	10,653,435	225,759

SOUTHERN COTTON INDUSTRY—1900.

States.	Cotton Used. Pounds.	Spindles.	Looms.
Alabama.....	67,987,299	411,328	8,549
Arkansas.....	2,034,273	9,700	257
Georgia.....	145,833,115	815,545	19,398
Kentucky.....	11,971,815	66,633	991
Louisiana.....	7,282,350	55,600	1,584
Maryland.....	39,901,955	154,064	2,810
Mississippi.....	10,363,458	75,122	2,464
North Carolina.....	190,138,759	1,134,900	25,469
South Carolina.....	230,053,807	1,431,349	42,663
Tennessee.....	15,040,336	123,896	2,905
Texas.....	9,304,434	48,756	1,018
Virginia.....	17,832,465	126,827	4,608
Total.....	747,744,066	4,453,729	112,806
United States.....	1,817,643,390	19,050,952	455,752

SOUTHERN COTTON INDUSTRY—1908.

States.	Cotton Used. Pounds.	Spindles.	Looms.
Alabama.....	98,067,517	930,236	17,093
Arkansas.....	1,975,770	14,624	240
Georgia.....	225,704,625	1,760,500	36,355
Kentucky.....	11,096,730	82,800	1,292
Louisiana.....	6,573,005	89,752	2,266
Maryland.....	*32,101,012	142,384	3,000
Mississippi.....	16,793,401	177,692	4,812
North Carolina.....	293,192,851	2,878,148	53,446
South Carolina.....	292,966,579	3,687,361	88,408
Tennessee.....	28,677,571	264,664	4,298
Texas.....	16,859,798	100,166	2,443
Virginia.....	34,941,034	315,524	8,886
Total.....	1,059,519,893	10,443,761	222,539
United States.....	*1,924,970,219	27,505,402	595,000

*Estimated partly.

The figures for looms and spindles do not include 3756 idle or incomplete looms and 326,441 idle and incomplete spindles which must be taken into consideration in estimating the textile equipment of the South. The cotton used was American grown.

SOUTHERN COTTON INDUSTRY—1890.

States.	Cotton Used. Pounds.	Spindles.	Looms.
Alabama.....	5,246,800	35,740	623
Arkansas.....	187,500	...	...
District of Columbia.....	294,117	2,560	83
Florida.....	200,000	1,600	20
Georgia.....	13,907,904	85,186	2,041
Kentucky.....	1,826,000	8,192	76
Louisiana.....	1,095,700	6,725	150
Maryland.....	12,880,119	51,835	1,070
Mississippi.....	698,800	6,344	90
North Carolina.....	5,540,738	41,884	761
South Carolina.....	3,978,061	30,890	525
Tennessee.....	4,072,710	29,850	243
Texas.....	588,000	2,700	100
Virginia.....	7,544,297	49,440	2,160
Total.....	58,900,746	352,946	8,542
United States.....	422,704,975	5,235,727	126,313

SOUTHERN PIG-IRON PRODUCTION.

States.	(Long Tons.) 1880.	1900.	1907.
Maryland.....	61,437	290,073	411,833
Virginia.....	29,934	490,617	478,771
North Carolina.....	...	...	...
Georgia.....	29,821	39,134	55,825
Texas.....	...	...	...
Alabama.....	77,190	1,184,337	1,686,074
West Virginia.....	70,338	106,758	291,006
Kentucky.....	57,708	71,592	127,946
Tennessee.....	70,873	362,190	393,106
Total.....	397,301	2,604,671	3,445,221
United States.....	3,835,191	13,789,242	25,781,361

SOUTHERN COKE PRODUCTION.

States.	(Short Tons.) 1880.	1900.	1907.
Alabama.....	60,781	2,110,837	3,021,794
Georgia.....	38,041	73,928	74,934
Kentucky.....	4,250	95,532	67,068
Tennessee.....	130,609	475,432	467,439
Virginia.....	...	685,156	1,545,280
West Virginia.....	138,755	2,358,499	4,112,836
Total.....	372,436	5,799,384	9,289,471
United States.....	3,338,300	20,533,348	40,779,564

This table does not include figures of coke produced in Maryland in by-product ovens using coal from other States.

COTTONSEED.

Incomplete figures for 1907, the latest available, show that 5,912,646 tons of cottonseed were produced in this country, of which 3,843,981 tons were crushed in the production of 175,724,840 gallons of oil and 1,785,804 tons of cake and meal. Reports from 786 establishments in 1907 show that 2,564,873 tons of seed were crushed by them, yielding 103,049,825 gallons of oil, 1,043,080 tons of meal and cake, 926,705 tons of hulls and 128,243,639 pounds of linters, all the products having an aggregate value of \$66,134,859. The progress made in 15 years is indicated by the following table of establishments and the value of their products:

States.	No.	1890. Products.	No.	1900. Products.	No.	1905. Products.
Alabama.....	9	\$1,203,989	28	\$2,985,890	58	\$5,769,061
Arkansas.....	8	1,881,668	20	3,188,812	42	4,939,919
Florida.....	...	...	...	...	3	261,864
Georgia.....	17	1,670,196	43	8,064,112	112	12,539,899
Kentucky.....	...	...	3	4,683,343	3	5,697,549
Louisiana.....	7	1,573,626	24	7,026,452	51	13,187,908
Mississippi.....	13	2,406,628	41	6,681,121	91	12,587,147
Missouri.....	...	...	...	...	4	909,289
North Carolina.....	11	529,746	21	2,676,871	43	3,748,789
Oklahoma.....	...	...	12	874,355	24	3,108,883
South Carolina.....	17	927,772	50	3,103,425	100	5,462,818
Tennessee.....	15	2,504,741	17	2,980,041	20	3,743,927
Texas.....	13	3,262,596	103	14,005,324	157	18,698,815
All other.....	9	3,374,985	7	2,456,886	7	4,062,053
Total.....	119	\$19,335,947	369	\$58,726,632	715	\$96,407,621

All other establishments include, in 1890, Florida 2; Kentucky 2; New York 3; Ohio 1 and Rhode Island 1; in 1900, Florida 1; Illinois 1; Kansas 1; Missouri 2; Ohio 1 and Rhode Island 1; in 1905, Illinois 2; New Jersey 1; Ohio 1; Rhode Island 1 and Virginia 2.

SOUTH'S LUMBER CUT.

(Feet, Board Measure.)

States.	1880.	1900.	1907.
Alabama.....	251,851,000	1,006,539,000	1,224,967,000
Arkansas.....	172,503,000	1,595,933,000	1,988,504,000
Florida.....	247,627,000	788,905,000	839,058,000
Georgia.....	451,788,000	1,308,610,000	853,697,000
Kentucky.....	305,684,000	765,343,000	912,908,000
Louisiana.....	133,472,000	1,113,423,000	2,972,119,000
Maryland.....	123,336,000	183,393,000	213,786,000
Mississippi.....	168,747,000	1,292,334,000	2,004,485,000
North Carolina.....	241,822,000	1,278,399,000	1,622,387,000
South Carolina.....	185,772,000	466,109,000	649,058,000
Tennessee.....	302,673,000	939,463,000	804,968,000
Texas.....	328,968,000	1,230,904,000	2,229,590,000
Virginia.....	315,939,000	956,169,000	1,412,477,000
West Virginia.....	180,112,000	773,583,000	1,395,979,000
Total.....	3,410,294,000	13,609,107,000	19,303,983,000
United States.....	18,087,356,000	34,789,513,000	40,256,154,000

SOUTH'S TIMBER RESOURCES.*

*Owned by Lumbermen.

States.	Wooded Area. Acreage.	Estimated Merchantable Timber—Feet.
Alabama.....	24,512,000	1,224,835
Arkansas.....	28,800,000	1,741,779
Florida.....	24,128,000	1,318,387
Georgia.....	26,880,000	1,107,838
Kentucky.....	14,208,000	382,649
Louisiana.....	18,112,000	1,497,352
Maryland.....	2,816,000	66,928
Mississippi.....	20,672,000	1,214,458
North Carolina.....	22,592,000	1,714,135
South Carolina.....	13,120,000	454,785
Tennessee.....	17,472,000	1,138,649
Texas.....	40,960,000	1,671,308
Virginia.....	14,976,000	402,360
West Virginia.....	11,776,000	506,050
Total.....	281,024,000	14,441,522
United States.....	700,469,760	32,222,097

*Figures of 1900.

The estimated merchantable timber in this table by no means represents the total which, according to different calculations, ranges from six times to nine times as much.

Since 1880 the total cut of lumber in the country has been 746,968,000,000 feet board measure, of which the South has yielded 254,450,000,000 feet, the cut by States in 27 years having been:

Alabama, 20,850,000,000 feet; Arkansas, 25,921,000,000; Florida, 15,640,000,000; Georgia, 22,719,000,000; Kentucky, 14,531,000,000; Louisiana, 22,961,000,000; Maryland, 3,608,000,000; Mississippi, 22,267,000,000; North Carolina, 22,108,000,000; South Carolina, 9,115,000,000; Tennessee, 16,753,000,000; Texas, 26,339,000,000; Virginia, 17,588,000,000, and West Virginia, 14,050,000,000.

FEET OF LUMBER CUT, BY WOODS.

Woods.	South.	United States.	Basswood..	53,606,000	381,088,000
Yellow pine	12,903,028,000	13,215,185,000	Cottonwood	229,037,000	290,574,000
Douglas fir	...	4,748,872,000	Elm.....	27,921,000	260,579,000
White pine	185,988,000	4,193,787,000	Ash.....	99,376,000	252,040,000
Oak.....	2,345,289,000	3,718,760,000	Cedar.....	21,873,000	251,002,000
Hemlock...	422,348,000	3,373,016,000	Larch.....	...	211,076,000
Spruce....	244,165,000	1,726,797,000	Hickory...	118,224,000	203,211,000
West pine.	...	1,526,116,000	White fir..	...	146,508,000
Maple....	70,430,000	939,073,000	Sugar pine.	...	115,005,000
Poplar....	746,682,000	865,536,000	Tamarack..	...	113,433,000
Cypress...	728,592,000	757,639,000	Tupelo....	66,894,000	68,842,000
Red gum...	545,792,000	689,200,000	Sycamore...	17,868,000	46,044,000
Chestnut..	368,740,000	653,239,000	Walnut....	12,400,000	41,490,000
Redwood...	...	569,450,000	All others..	21,071,000	80,973,000
Beech....	67,280,000	430,005,000			
Birch.....	7,289,000	387,614,000	Total...	19,303,983,000	40,256,154,000

Though its length extends east and west, North Carolina's striking range of altitudes gives it a variety of climates ranging from the sub-tropical to that of Canada. That fact explains the growth within the State of more than 150 different kinds of trees, including 24 of the oaks, six of maples, all the lindens, six of magnolias, three of birches, eight of pines, both of hemlocks and balsam firs, three of elms, six of plums and cherries and three of apples, the palmettoes, prickly ash, mock-orange and live-oak.

SOUTHERN SWAMP AND WET LANDS.

Of 77,000,000 acres of swamp and other wet lands that can be reclaimed lying in this country east of the Rocky Mountains, 55,147,200 acres are in the South. The estimate is as follows:

States.	No.	1890. Products.	No.	1900. Products.	No.	1905. Products.
Alabama.....	9	\$1,203,989	28	\$2,985,890	58	\$5,769,061
Arkansas.....	8	1,881,668	20	3,188,812	42	4,939,919
Florida.....	...	...	...	...	3	261,864
Georgia.....	17	1,670,196	43	8,064,112	112	12,539,899
Kentucky.....	...	...	3	4,683,343	3	5,697,549
Louisiana.....	7	1,573,626	24	7,026,452	51	13,187,908
Mississippi.....	13	2,406,628	41	6,681,121	91	12,587,147
Missouri.....	...	...	...	...	4	909,289
North Carolina.....	11	529,746	21	2,676,871	43	3,748,789
Oklahoma.....	...	...	12	874,355	24	3,108,883
South Carolina.....	17	927,772	50	3,103,425	100	5,462,818
Tennessee.....	15	2,504,741	17	2,980,041	20	3,743,927
Texas.....	13	3,262,596	103	14,005,324	157	18,698,815
All other.....	9	3,374,985	7	2,456,886	7	4,062,053
Total.....	119	\$19,335,947	369	\$58,726,632	715	\$96,407,621

All other establishments include, in 1890, Florida 2; Kentucky 2; New York 3; Ohio 1 and Rhode Island 1; in 1900, Florida 1; Illinois 1; Kansas 1; Missouri 2; Ohio 1 and Rhode Island 1; in 1905, Illinois 2; New Jersey 1; Ohio 1; Rhode Island 1 and Virginia 2.

PHASES OF SOUTHERN AGRICULTURE.

THE SOUTH'S COTTON CROP.

Cotton has been raised as far north as Maryland and Illinois, but its domain for commercial production lies south of latitude 37 degrees north. Last year it was grown in 16 States and one Territory. The commercial crop by States during the past five years ending August 31 was as follows in thousands of bales:

States.	1907-08.	1906-07.	1905-06.	1904-05.	1903-04.
Alabama.....	1,171	1,289	1,389	1,470	1,000
Arkansas.....	787	940	635	905	705
Florida.....	60	65	80	89	55
Georgia.....	1,964	1,695	1,900	1,975	1,325
Louisiana.....	673	995	525	1,100	524
Oklahoma.....	950	944	676	829	444
Mississippi.....	1,496	1,541	1,235	1,777	1,387
North Carolina.....	*689	663	734	775	563
South Carolina.....	1,226	957	1,175	1,200	825
Tennessee.....	†335	372	322	372	274
Texas.....	2,221	4,050	2,675	3,074	2,009

Total..... 11,572 13,511 11,346 13,566 10,011

*Including Kentucky and Virginia. †Including Missouri, Utah, Kansas and New Mexico.

The disposition of the commercial crop annually is shown in the following table, figures for Southern mills dealing with mills in cotton-growing States only:

Year Ended	Crops.	Takings.		Exports.
August 31.		Northern Mills.	Southern Mills.	
1890.....	4,861,292	786,521	178,107	3,774,173
1891.....	5,761,252	1,573,997	221,337	3,885,003
1892.....	7,311,392	1,799,258	546,894	4,996,543
1893.....	11,274,840	2,190,095	1,399,399	7,452,116
1894.....	9,436,416	2,068,300	1,597,112	6,055,874
1895.....	10,383,420	1,967,570	1,620,931	6,639,931
1896.....	10,680,682	2,050,774	1,937,971	6,715,733
1897.....	10,727,559	1,967,635	2,000,729	6,765,953
1898.....	10,011,374	2,026,967	1,919,252	6,109,755
1899.....	13,565,885	2,282,145	2,163,505	8,768,125
1900.....	11,345,988	2,349,478	2,374,225	6,753,534
1901.....	13,510,982	2,526,390	2,439,108	8,503,265
1902.....	11,571,966	1,896,661	2,193,277	7,569,315

SOUTHERN GRAIN PRODUCTION.

States.	Corn.			Production, bushels.		
	1880.	1900.	1907.	1880.	1900.	1907.
Alabama.....	1,829	2,669	2,961	22,679,352	29,355,942	45,896,000
Arkansas.....	1,294	2,380	2,525	32,350,250	45,225,947	43,430,000
Florida.....	375	519	621	3,522,180	4,156,192	7,017,000
Georgia.....	2,385	3,412	4,426	21,939,240	34,119,530	57,538,000
Kentucky.....	2,957	2,664	3,300	86,039,970	60,267,224	93,060,000
Louisiana.....	785	1,453	1,600	14,912,720	24,702,598	28,000,000
Maryland.....	678	586	649	21,702,080	15,232,802	22,196,000
Mississippi.....	1,590	2,294	2,500	23,218,380	25,231,998	42,500,000
North Carolina.....	2,253	2,483	2,732	36,954,120	29,790,180	45,078,000
South Carolina.....	1,263	1,876	1,974	11,745,900	13,129,137	29,807,000
Tennessee.....	2,789	2,850	3,014	62,469,792	56,997,880	78,364,000
Texas.....	2,670	4,553	7,409	66,754,500	81,962,910	155,589,000
Virginia.....	1,809	1,761	1,841	45,230,000	28,183,760	46,025,000
W. Virginia.....	577	715	760	17,307,000	19,299,708	21,280,000
Total.....	23,254	30,215	36,312	466,825,484	476,655,808	715,780,000
United States.....	62,318	83,321	99,931	1,717,434,543	2,105,102,516	2,592,320,000

States.	Wheat.			Production, bushels.		
	1880.	1900.	1907.	1880.	1900.	1907.
Alabama.....	269	97	89	1,402,218	916,351	890,000
Arkansas.....	194	266	154	1,356,068	2,689,418	1,463,000
Georgia.....	485	551	297	3,055,374	5,011,133	2,673,000
Kentucky.....	1,214	957	734	10,564,932	12,442,846	8,808,000
Louisiana.....	606	779	777	8,486,380	15,187,848	14,763,000
Mississippi.....	41	4	2	281,166	40,781	22,000
North Carolina.....	761	621	560	4,871,213	5,960,803	5,320,000
South Carolina.....	181	238	314	869,530	2,142,828	2,669,000
Tennessee.....	1,256	1,181	779	7,538,400	11,696,088	7,400,000
Texas.....	376	1,272	380	3,008,112	23,395,913	2,812,000
Virginia.....	910	792	655	8,737,302	9,421,932	8,188,000
W. Virginia.....	421	454	367	5,130,991	4,452,895	4,477,000
Total.....	6,715	7,212	5,108	55,301,686	93,358,836	59,485,000
United States.....	37,987	42,495	45,211	498,549,868	522,229,505	634,087,000

States.	Oats.			Production, bushels.		
	1880.	1900.	1907.	1880.	1900.	1907.
Alabama.....	318	304	220	2,926,336	4,380,754	3,850,000
Arkansas.....	153	317	175	2,748,834	7,038,665	3,412,000
Florida.....	46	33	30	436,050	378,211	411,000
Georgia.....	618	467	300	6,184,700	7,010,040	5,010,000
Kentucky.....	390	437	192	7,026,120	9,309,293	3,379,000
Louisiana.....	27	34	28	405,000	614,142	406,000
Maryland.....	95	75	30	2,278,320	1,783,416	825,000
Mississippi.....	201	171	90	3,021,000	2,390,052	1,611,000
North Carolina.....	502	363	192	5,515,400	5,046,117	2,995,000
South Carolina.....	263	260	195	3,688,020	4,023,149	3,900,000
Tennessee.....	450	350	147	5,848,570	5,810,166	3,058,000
Texas.....	267	744	500	6,936,540	28,278,232	9,500,000
Virginia.....	525	349	146	5,774,780	5,167,568	2,862,000
W. Virginia.....	120	132	95	2,411,600	2,768,451	1,834,000
Total.....	3,977	4,036	2,340	55,201,270	83,998,256	43,053,000
United States.....	16,188	27,365	31,837	417,885,380	809,125,989	754,443,000

Average Yield of Grains per Acre, Bushels.

States.	Corn.			Wheat.			Oats.		
	1880.	1900.	1907.	1880.	1900.	1907.	1880.	1900.	1907.
Alabama.....	12.4	11.0	15.5	5.4	9.5	10.0	9.2	14.4	17.5
Arkansas.....	25.0	19.0	17.2	7.0	10.1	9.5	18.0	22.2	19.5
Florida.....	9.4	8.0	11.3	.....	.....	.....	9.5	11.3	13.7
Georgia.....	9.2	10.0	13.0	6.3	9.1	9.0	10.0	15.0	16.7
Kentucky.....	29.1	26.0	28.2	8.7	13.0	12.0	18.0	21.3	17.6
Louisiana.....	19.0	17.0	17.5	.....	.....	.....	15.0	18.0	14.5
Maryland.....	32.0	26.0	34.2	14.0	19.5	19.0	24.0	24.0	27.5
Mississippi.....	14.6	11.0	17.0	6.8	9.6	11.0	15.0	14.0	17.9
North Carolina.....	16.4	12.0	16.5	6.4	9.6	9.5	11.0	13.9	15.6
South Carolina.....	9.3	7.0	15.1	4.8	9.0	8.5	14.0	15.5	20.0
Tennessee.....	22.4	20.0	26.0	6.0	9.9	9.5	13.0	16.6	20.8
Texas.....	25.0	18.0	21.0	8.0	18.4	7.4	26.0	38.0	19.0
Virginia.....	25.0	16.0	25.0	9.5	11.9	12.5	11.0	14.8	19.6
West Virginia.....	30.0	27.0	28.0	12.2	9.8	12.2	20.0	21.0	19.3
Total.....	20.0	15.7	19.7	8.2	12.9	11.6	13.8	20.8	18.4
United States.....	27.6	25.3	25.9	13.1	12.3	14.0	25.8	29.6	23.7

Southern Grain Production—Thousands of Bushels—1860 and 1866.

States.	1860.			1866.		
	Corn.	Wheat.	Oats.	Corn.	Wheat.	Oats.
Alabama.....	32,761	1,222	716	21,597	658	498
Arkansas.....	17,759	955	503	11,585	584	309
Florida.....	2,825	3	47	1,984	.....	19
Georgia.....	30,776	2,545	1,232	15,696	1,272	985
Kentucky.....	64,044	7,395	4,617	65,505	2,063	5,645
Louisiana.....	16,206	20	66	6,910	.....	89
Maryland.....	13,445	6,103	3,959	15,024	4,384	7,056
Mississippi.....	29,564	579	121	11,914	259	101
North Carolina.....	30,078	4,744	2,782	21,656	2,846	2,949
South Carolina.....	15,066	1,286	937	6,026	642	656
Tennessee.....	50,748	5,410	2,343	46,881	3,985	2,971
Texas.....	16,522	1,465	989	20,296	1,848	1,084
Virginia.....	38,360	13,129	10,185	24,370	4,332	10,245
Total.....	358,154	44,865	28,497	269,504	22,874	32,608
United States.....	830,452	171,183	172,555	867,946	152,000	268,141

In 1860 the South raised 358,000,000 bushels of corn, or 44 per cent. of the total crop of the country; 351,500,000 pounds of tobacco, or 82 per cent. of the total; 38,000,000 bushels of sweet potatoes, or 92 per cent. of the total, all the rice, all the cane sugar and 11,878,452 bushels of peas and beans, or 70 per cent. of the total in the country. These facts indicate the diversified range of agriculture in the South at that time in spite of the natural attention given to cotton. Of Southern crops today, cotton, with its products, averages about 30 per cent.; corn, wheat and oats, about 20 per cent.; early fruits and vegetables, between 5 and 10 per cent. of the total value, while sugar-cane, tobacco, rice, hay, tropical fruit, apples, peanuts, together with most of the staple products raised also in other parts of the country, make up the rest of the value.

SOUTHERN MINERAL PRODUCTION.

States.	1882.	1900.	1907.
Alabama.....	\$1,345,865	\$13,701,505	\$52,136,749
Arkansas.....	23,535	2,383,500	6,386,747
Florida.....	.....	3,326,517	7,365,754
Georgia.....	457,737	3,448,233	6,641,003
Kentucky.....	1,273,178	7,102,364	19,294,341
Louisiana.....	56,160	789,219	10,876,719
Maryland.....	3,200,000	*13,000,000	†19,693,544
Mississippi.....	.....	621,985	1,024,302
North Carolina.....	548,340	1,458,848	2,961,381
South Carolina.....	2,028,774	2,451,086	2,305,293
Tennessee.....	1,396,681	8,651,904	26,525,004
Texas.....	142,800	5,295,753	19,806,458
Virginia.....	1,348,195	5,658,801	19,313,182
West Virginia.....	1,986,665	47,055,384	92,487,930
Total.....	\$13,817,930	\$114,945,099	\$286,818,347
United States.....	\$455,216,689	\$1,067,605,587	\$2,069,289,196

*Estimated for 1900. †Includes District of Columbia in 1907.

SOUTH'S MINERAL RESOURCES.

Between 1880 and 1900 the value of the mineral output of the South increased by more than 625 per cent. to about \$115,000,000. In the next seven years the increase was about 148 per cent., and last year the value of minerals produced, together with certain derivatives, such as pig-iron and clay products, was \$286,818,347, or 13.8 per cent. of the total \$2,069,289,196 value of the whole output in the whole country.

The character and distribution of Southern minerals are indicated in the following list by States of the minerals produced last year:

Alabama—Bauxite, clays, coal, copper, gold, graphite, iron ore, lime, mica, mineral waters, natural gas, pyrite, sand and gravel, silver and stone.

Arkansas—Bauxite, clays, coal, fuller's earth, glass sand, iron ore, lead, lime, manganese ores, mineral waters, natural gas, oilstones, phosphate rock, precious stones, sand and gravel, slate, stone and zinc.

Florida—Clays, fuller's earth, lime, mineral waters, phosphate rock, sand and gravel, stone, sulphur.

Georgia—Asbestos, barytes, bauxite, cement, clays, coal, copper, fuller's earth, glass sand, gold, graphite, iron ore, lead, lime, mica, mineral waters, ochre, precious stones, pyrite, sand and gravel, silver, stone, talc, soapstone and tungsten. Kentucky—Asphalt, barytes, cement, clays, coal, fluorspar, glass sand, infusorial earth, iron ore, lead, lime, mineral waters, natural gas, ochre, petroleum, sand and gravel, stone and zinc.

Louisiana—Clays, mineral waters, natural gas, petroleum, salt, sulphur, sand and gravel.

Maryland—Cement, clays, coal, copper, feldspar, glass sand, infusorial earth, iron ore, lime, mineral waters, quartz, sand and gravel, slate, stone, talc and soapstone.

Mississippi—Clays, mineral waters, sand and gravel.

North Carolina—Barytes, clays, coal, copper, garnet, gold, iron ore, lime, mica, millstones, mineral waters, monazite, precious stones, quartz, sand and gravel, silver, stone, talc and soapstone, tin and zircon.

South Carolina—Clays, fuller's earth, glass sand, gold, lime, manganese ores, mica, mineral waters, monazite, phosphate rock, quartz, sand and gravel, silver, stone and tin.

Tennessee—Barytes, bauxite, clays, coal, copper, gold, iron ore, lead, lime, manganese ores, mineral waters, natural gas, petroleum, phosphate rock, sand and gravel, silver, stone and zinc.

Texas—Asphalt, cement, clays, coal, fuller's earth, gold, gypsum, iron ore, lead, lime, mineral waters, natural gas, petroleum, precious stones, quicksilver, salt, sand and gravel, silver, stone and zinc.

Virginia—Asbestos, barytes, cement, clays, coal, copper, feldspar, glass sand, gold, gypsum, iron ore, lead, lime, manganese ores, mica, millstones, mineral waters, ochre, precious stones, pyrite, rutile, sand and gravel, silver, slate, stone, talc and soapstone and zinc.

West Virginia—Bromine, clays, cement, coal, glass sand, grindstones, iron ore, lime, mineral waters, natural gas, petroleum, salt, sand and gravel and stone.

The distribution of leading minerals by States is indicated as follows:

Asbestos—Georgia and Virginia.

Asphalt—Kentucky and Texas.

Barytes—Georgia, Kentucky, North Carolina, Tennessee and Virginia.

Bauxite—Alabama, Arkansas, Georgia and Tennessee.

Cement—Georgia, Kentucky, Maryland, Texas, Virginia and West Virginia.

Clays—Alabama, Arkansas, District of Columbia, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, South Carolina, Tennessee, Texas, Virginia and West Virginia.

Coal—Alabama, Arkansas, Georgia, Kentucky, Maryland, North Carolina, Tennessee, Texas, Virginia and West Virginia.

Copper—Alabama, Georgia, Maryland, North Carolina, Tennessee and Virginia.

Feldspar—Maryland and Virginia.

Fluorspar—Kentucky.

Fuller's Earth—Arkansas, Florida, Georgia, South Carolina and Texas.

Garnet—North Carolina.

Glass Sand—Arkansas, Georgia, Kentucky, Maryland, South Carolina, Virginia and West Virginia.

Gold—Alabama, Georgia, North Carolina, South Carolina, Tennessee, Texas and Virginia.

Graphite—Alabama and Georgia.

Grindstones—West Virginia.

Gypsum—Texas and Virginia.

Infusorial Earth—Kentucky and Maryland.

Iron Ore—Alabama, Arkansas, Georgia, Kentucky, Maryland, North Carolina, Tennessee, Texas, Virginia and West Virginia.

Lead—Arkansas, Georgia, Kentucky, Tennessee, Texas and Virginia.

Lime—Alabama, Arkansas, Florida, Georgia, Kentucky, Maryland, North Carolina, South Carolina, Tennessee, Texas, Virginia and West Virginia.

Manganiferous Ores—Arkansas.

Manganese Ores—South Carolina, Tennessee and Virginia.

Mica—Alabama, Georgia, North Carolina, South Carolina and Virginia.

Millstones—North Carolina and Virginia.

Mineral Waters—Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, South Carolina, Tennessee, Texas, Virginia and West Virginia.

Monazite—North Carolina and South Carolina.

Natural Gas—Alabama, Arkansas, Kentucky, Louisiana, Tennessee, Texas and West Virginia.

Ochre—Georgia, Kentucky and Virginia.

Oilstones—Arkansas.

Petroleum—Kentucky, Louisiana, Tennessee, Texas and West Virginia.

Phosphate Rock—Arkansas, Florida, South Carolina and Tennessee.

Precious Stones—Arkansas, Georgia, North Carolina, Texas and Virginia.

Pyrite—Alabama, Georgia and Virginia.

Quartz—Maryland, North Carolina and South Carolina.

Quicksilver—Texas.

Rutile—Virginia.

Salt—Louisiana, Texas and West Virginia.

Sand and Gravel—Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, South Carolina, Tennessee, Texas, Virginia and West Virginia.

Silver—Alabama, Georgia, North Carolina, South Carolina, Tennessee, Texas and Virginia.

Slate—Arkansas, Maryland and Virginia.

Stone—Alabama, Arkansas, Florida, Georgia, Kentucky, Maryland, North Carolina, South Carolina, Tennessee, Texas, Virginia and West Virginia.

Sulphur—Florida and Louisiana.

Talc and Soapstone—Georgia, Maryland, North Carolina and Virginia.

Tin—North Carolina and South Carolina.

Tungsten—Georgia.

Zinc—Arkansas, Kentucky, North Carolina, Tennessee, Texas and Virginia.

Zircon—North Carolina.

This list of minerals produced in the several States by no means exhausts the list of the South, or indeed, of the States themselves. It hardly takes into account the fact that 184 different minerals have been noted in North Carolina and more than 111 in Texas; nor does it record the presence of alum in Alabama; antimony in Arkansas and Texas; asbestos in Alabama and South Carolina; asphalt in Alabama; barytes in South Carolina; bauxite in Texas; cement rock in Florida, Mississippi and Alabama; copper in South Carolina and Texas; corundum in Alabama, Georgia, North Carolina and South Carolina; feldspar in South Carolina; glass sand in Texas; graphite in South Carolina; gypsum in Arkansas and Louisiana; infusorial earth in Florida; iron ores in South Carolina; lead ore in Alabama; lignites in Mississippi and Texas; manganese ores in Georgia and Texas; marls in the Carolinas, Florida, Georgia, Maryland, Mississippi, Texas and other States; nickel and cobalt in South Carolina; nitre in Alabama; ochres in Arkansas; peat in Florida; petroleum in Alabama; phosphates in Alabama,

Georgia, Mississippi and North Carolina; pyrite in Arkansas; soapstone in Alabama and South Carolina; silver in Arkansas; slate in Tennessee; talc in Texas, and tin in Virginia.

Pearls from the rivers of Arkansas, Kentucky and Tennessee may also be mentioned in this connection.

SOUTHERN COAL PRODUCTION.

States.	Coal Fields Workable Square Miles.	Production—Short Tons.		
		1880.	1900.	1907.
Alabama.....	8,430	323,972	8,394,275	14,250,454
Arkansas.....	1,684	14,778	1,447,945	2,670,438
Georgia.....	167	154,644	315,557	*302,401
Kentucky.....	16,670	946,288	5,328,964	10,753,124
Maryland.....	455	2,228,917	4,024,688	5,532,628
North Carolina.....	60	350	17,734	.....
Tennessee.....	5,400	495,131	3,509,562	6,810,243
Texas.....	10,200	.....	968,373	1,648,069
Virginia.....	1,900	43,079	2,393,754	4,710,895
West Virginia.....	17,000	1,829,844	22,647,207	48,091,583

Total..... 61,966 6,037,003 49,048,059 94,829,835

United States..... 327,596 71,481,570 269,684,027 480,363,424

*Includes North Carolina.

The first coal mined in this country was taken from the small field near Richmond, Va., in the latter quarter of the eighteenth century. It was commercially mined there as early as 1822, and the other States came into production in the following order: Maryland, 1820; Kentucky, 1828; Alabama, North Carolina, Tennessee and Arkansas, 1840; Georgia, 1860; West Virginia, 1863, and Texas, 1884.

SOUTHERN COAL POSSIBILITIES.

States.	Coal Fields.* Square Miles.	Original Supply.		Production. Short Tons. Up to Jan. 1, 1908.
		Short Tons. Estimated.	.....
Alabama.....	14,430	68,903,000,000	.....	247,000,000
Arkansas.....	7,584	1,887,000,000	.....	36,000,000
Georgia.....	167	933,000,000	.....	12,000,000
Kentucky.....	16,670	104,028,000,000	.....	184,000,000
Louisiana.....	8,800	.....	.....	.....
Maryland.....	455	8,044,000,000	.....	221,000,000
Mississippi.....	7,500	.....	.....	.....
North Carolina.....	60	200,000,000	.....	1,000,000
Tennessee.....	5,400	25,665,000,000	.....	126,000,000
Texas.....	68,500	31,000,000,000	.....	22,000,000
Virginia.....	1,900	22,500,000,000	.....	86,000,000
West Virginia.....	17,000	231,039,000,000	.....	650,000,000
Total.....	148,466	494,190,000,000	.....	1,585,000,000
United States.....	496,776	3,157,243,000,000	.....	10,218,000,000

*The total area of the coal fields in the South include 6000 square miles in Alabama, 5900 square miles in Arkansas and 58,300 of territory that may contain workable coal, and the total area for the country includes 137,375 square miles of territory that may contain workable coal, and 31,805 square miles of coal under heavy cover. The total area in the South includes 6000 square miles in Alabama, 6000 square miles in Arkansas, 8800 square miles in Louisiana, 7500 square miles in Mississippi, 1000 square miles in Tennessee and 55,000 square miles in Texas, a total of 84,300 square miles of lignite, leaving the total area of bituminous coal in the South 63,966 square miles and of anthracite coal 200 square miles.

SOUTHERN IRON ORE OUTPUT.

States.	(Long Tons.)		
	1880.	1900.	1907.
Alabama.....	191,676	2,759,247	4,039,453
Georgia.....	91,416	336,186	444,114
Kentucky.....	64,809	52,920	162,808
Maryland.....	139,628	26,223	.....
North Carolina.....	3,318	.....	50,439
Tennessee.....	104,465	594,171	813,690
Texas.....	3,600	16,881	1118,667
Virginia.....	*243,542	*921,821	786,856
Total.....	842,454	4,707,449	6,316,027
United States.....	7,974,806	27,553,161	51,720,619

*Includes West Virginia in 1880 and 1900. †Included in Georgia in 1900.

‡Includes Maryland and West Virginia in 1907. §Includes Arkansas in 1907.

Investigations have not progressed sufficiently to enable one to estimate accurately the amount of iron ore in the South. The United States Geological Survey has presented the following figures as representing the minimum quantities of the workable iron-ore reserves above the 1000-foot level in certain Southern States, with the cautionary statement that further exploration will probably greatly increase the estimate.

States.	Red Ore.	Brown Ore.
Alabama.....	1,000,000,000	75,000,000
Georgia.....	200,000,000	125,000,000
Tennessee.....	600,000,000	225,000,000
Virginia.....	50,000,000	300,000,000
Total.....	1,850,000,000	725,000,000

If to the total 2,375,000,000 long tons are added the gray ores of Alabama and the red and brown ores in the four States named occurring at deeper levels, and those of Maryland, West Virginia, Kentucky and Texas, together with the other ores of the South, the fair estimate is that the South contains at least 10,000,000,000 tons of iron ore.

SOUTHERN PETROLEUM OUTPUT.

States.	(Barrels of 42 Gallons.)		
	1880.	1900.	1907.
Kentucky.....	.....	62,250	820,844
Tennessee.....	.....	.....	5,000,221
Louisiana.....	.....	836,039	12,322,696
Texas.....	.....	16,195,675	9,095,296
West Virginia.....	179,000	.....	.....
Total.....	179,000	17,063,973	27,239,057
United States.....	26,286,123	63,620,529	166,095,335

West Virginia began production in 1876, Kentucky and Tennessee in 1883, Texas in 1889 and Louisiana in 1902.

PHOSPHATE ROCK.

States.	(Long Tons.)	1880.	1900.	1907.
Florida.....			706,243	1,357,365
South Carolina.....		190,763	329,173	257,221
Tennessee.....			454,491	638,612
Total.....		190,763	1,489,907	2,253,198
United States.....		211,377	1,491,216	2,265,343

The mining of phosphate on a commercial scale dates from 1888 in Florida, with an output of 3000 tons, and from 1894 in Tennessee, with an output of 19,188 tons. North Carolina, Alabama and Arkansas have produced phosphate rock, but in small quantities, their total output in the 10 years ended in 1906 having been but 3494 tons.

SOUTHERN WATER-POWER.

One resource in Southern production has just begun to be really developed—the water-powers in Maryland, Virginia, West Virginia, the Carolinas, Georgia, Alabama, Tennessee, Arkansas and Texas. Most of them are in streams that flow from the Appalachians. Their potentialities are indicated in the following table, showing the estimated minimum horse-power in certain rivers:

Stream.	Estimated Horse-power.	
	Minimum.	Maximum.
Potomac.....	131,800	349,556
James.....	155,000	236,474
Roanoke.....	131,000	215,709
Pee Dee.....	167,800	256,945
Santee.....	319,500	472,000
Savannah.....	209,000	314,600
Chattahoochee.....	145,000	228,800
Coosa.....	104,580	177,880
Monongahela.....	58,900	235,715
Great Kanawha.....	335,000	853,420
Tennessee.....	973,600	1,589,474
Total.....	2,731,270	4,929,573

This estimate does not deal fully with such streams as the Big Sandy, Cumberland, Kentucky, Tallahassee, Catawba, Shenandoah, Congaree, Etowah, Cheat, Hiwassee, Clinch, White, Ohio, Red, Brazos, Trinity and the Rio Grande; nor does it include potentialities of streams with less than 500 horse-power. It is, in effect, merely suggestive of the power that will belong to the South when all such water resources have been properly made available under a system that will provide for protection of the headsprings of the streams and for the conservation, as far as possible, by means of storage reservoirs or otherwise, of the regularity of their flow. Hardly 500,000 of the water-power in Southern streams has yet been made available for economic purposes.

TRANSPORTATION AND COMMERCE.

SOUTHERN RAILROAD MILEAGE.

States.	1880.	1890.	1900.	1908.
Alabama.....	1,843	3,422	4,197	4,889
Arkansas.....	859	2,203	3,109	4,677
Florida.....	518	2,490	3,256	4,410
Georgia.....	2,459	4,601	5,739	6,842
Kentucky.....	1,530	2,942	3,064	3,606
Louisiana.....	652	1,740	3,801	4,829
*Maryland.....	1,040	1,391	1,364	1,559
Mississippi.....	1,127	2,471	2,934	4,079
North Carolina.....	1,486	3,128	3,733	4,460
South Carolina.....	1,427	2,280	2,919	3,252
Tennessee.....	1,843	2,767	3,185	3,748
Texas.....	3,244	8,710	9,992	13,150
Virginia.....	1,893	3,360	3,795	4,237
West Virginia.....	691	1,433	2,485	3,343
Total.....	20,612	42,947	52,594	67,181
United States.....	92,296	156,698	194,321	228,128

*Includes District of Columbia.

COMMERCE AT SOUTHERN PORTS.

(Shown by the Values of Exports of Merchandise.)

Districts.	1880.	1900.	1908.
Alexandria, Va.....	\$42,180		\$2,500
Baltimore, Md.....	76,253,566	\$115,530,378	89,088,505
Beaufort, S. C.....	1,952,644	189,908	181,900
Brunswick, Ga.....	966,582	7,373,487	12,397,828
Charleston, S. C.....	19,591,127	7,151,720	2,510,965
Fernandina, Fla.....	262,871	2,588,808	8,659,118
Georgetown, D. C.....	20,039		
Georgetown, S. C.....	41,492		29,702
Newport News, Va.....		34,758,323	8,365,885
Norfolk and Portsmouth, Va.....	14,065,455	13,112,066	12,534,632
Pamlico, N. C.....	21,037	2,005	
Richmond, Va.....	2,326,915		154,301
St. Johns, Fla.....	88,115	269,611	815,152
St. Marys, Ga.....	66,151	4,944	
Savannah, Ga.....	23,992,364	38,251,981	61,695,330
Wilmington, N. C.....	3,941,665	10,975,511	30,291,681
Apalachicola, Fla.....	7,474	424,783	219,939
Galveston, Texas.....	16,749,889	85,657,524	161,352,201
Key West, Fla.....	1,052,806	1,395,326	764,017
Mobile, Ala.....	7,188,740	13,206,334	27,983,997
New Orleans, La.....	90,442,019	115,858,764	159,455,773
Pearl River, Miss.....	268,372	1,687,843	7,755,843
Pensacola, Fla.....	1,930,258	14,413,522	20,333,978
Sabine, Texas.....			12,964,644
St. Marks, Fla.....	5,062	6,300	1,915,144
Tampa, Fla.....		1,457,255	3,776,609
Teche, La.....	4,220		
Brazos de Santiago, Texas.....	2,350,829	210,375	192,257
Corpus Christi, Texas.....	643,294	6,205,430	11,158,277
Paso del Norte, Texas.....		6,519,819	8,050,921
Saluria, Texas.....	630,587	7,392,110	4,517,615
Total South.....	\$264,905,753	\$484,644,177	\$648,098,715
All districts.....	\$835,638,658	\$1,394,483,082	\$1,860,773,346

NAVIGABLE LENGTHS OF SOUTHERN WATERWAYS.

About 1,250,000 square miles, or nearly 43 per cent., of the total land area of continental United States is drained by the Mississippi system of waterways. Estimates of the navigable length of that system vary, but one, based upon reports of United States engineers, is 12,659 miles. Of that mileage, 6524 miles are in the Southern States, and that does not include the Ohio River, which washes the banks of two Southern States, West Virginia and Kentucky, jointly with others, for a total length of about 900 miles; nor does it include the 450 miles of navigable length of the Rio Grande, washing jointly Texas and Mexico. The Mississippi River system is the most important one of the country, and the South's large share in its navigable stretches indicates the importance in internal commerce of the waterways of the South. Their total navigable length is more than 16,200 miles, of which more than 10,000 are practically within separate State boundaries, as follows:

Alabama, 1030; Arkansas, 826; Florida, 1175; Georgia, 690; Kentucky, 628; Louisiana, 1825; Maryland, 320; Mississippi, 700; North Carolina, 1097; South Carolina, 666; Tennessee, 348; Texas, 812; Virginia, 462; West Virginia, 251.

These intra-State navigable lengths do not include the 1200 miles of the Mississippi for Kentucky, Tennessee, Arkansas, Mississippi and Louisiana, jointly, the 652 miles of the Tennessee for Tennessee, Alabama and Kentucky, the 647 miles of the Red for Louisiana, Arkansas and Texas, the 518 miles of the Cumberland for Kentucky and Tennessee, the 463 miles in Arkansas of the total 768 navigable miles of the Arkansas, the 350 miles of the Sabine for Louisiana and Texas, the 250 miles of the Savannah for Georgia and South Carolina, the 223 miles of the Chattahoochee for Georgia and Alabama, the 217 miles of the Ouichita for Louisiana and Arkansas, the 195 miles of the Escambia and Conecuh for Florida and Alabama, the 116 miles of the Potomac for Maryland and Virginia, the 33 miles of the Choctawhatchee for Florida and Alabama, the 200 miles of the Chesapeake Bay for Maryland and Virginia, the 160 miles of the inland route between Savannah and Fernandina, the 134 miles of connections between the Norfolk basin and the Carolina sounds, the 100 miles of Mississippi Sound, the Chesapeake and Ohio Canal, the James River Canal, the lakes of Florida and smaller bayous and lagoons along the Gulf Coast, especially in Texas.

The South produces between 39 and 41 per cent. of the total merchandise exports of the country, and sends from its own ports between 33 and 35 per cent. of them annually. Of its exports, cotton and its products represent about 66 per cent.

BANKS IN THE SOUTH—1860.

States.	No.	Capital.	Specie.	Deposits.
Alabama.....	8	\$4,901,000	\$2,747,174	\$4,851,153
Florida.....	2	300,000	32,876	129,518
Georgia.....	29	16,689,550	3,211,974	4,738,289
Kentucky.....	45	12,835,670	4,502,250	5,662,892
Louisiana.....	13	24,496,806	12,115,431	19,777,812
Maryland.....	31	12,568,962	2,779,418	8,874,180
North Carolina.....	50	6,026,478	1,617,687	1,487,273
South Carolina.....	20	14,962,062	2,324,121	4,165,615
Tennessee.....	34	8,067,037	2,267,710	4,324,759
Virginia.....	65	16,005,156	2,943,652	7,729,652
Total.....	297	\$117,452,781	\$34,542,293	\$61,741,183
United States.....	1,642	\$421,890,095	\$83,564,528	\$253,802,129

Mississippi and Arkansas were without banks in 1860, there was one small one in Texas, and the charters of the four in the District of Columbia had expired, though they continued to do some business.

NATIONAL BANKS IN THE SOUTH—1880.

States.	No.	Aggregate Resources.	Capital.	Individual Deposits.
Alabama.....	9	\$5,036,764 01	\$1,508,000	\$1,318,889 16
Arkansas.....	2	779,490 87	205,000	265,382 21
District of Columbia.....	6	5,091,550 03	1,507,000	2,154,594 72
Florida.....	2	312,334 79	100,000	157,202 80
Georgia.....	13	7,849,727 42	2,221,000	2,012,457 02
Kentucky.....	49	33,333,221 28	10,146,500	8,510,630 03
Louisiana.....	7	13,255,903 59	3,475,000	6,013,172 81
Maryland.....	35	50,878,354 84	13,222,030	21,431,763 42
Mississippi.....		(2 in liquidation.)		
North Carolina.....	15	8,420,060 26	2,501,000	2,883,365 80
South Carolina.....	12	7,827,693 72	2,451,100	2,586,176 72
Tennessee.....	23	13,390,626 98	3,005,300	6,588,048 28
Texas.....	13	5,021,016 43	1,420,000	2,080,393 03
Virginia.....	17	14,348,362 51	3,066,000	6,690,447 27
West Virginia.....	17	5,939,454 83	1,861,000	2,040,126 05
Total.....	220	\$171,464,171 56	\$46,688,930	\$64,733,249 32
United States.....	2,095	\$2,105,786,626 00	\$466,365,085	\$873,537,637 00

NATIONAL BANKS IN THE SOUTH—1900.

States.	No.	Aggregate Resources.	Capital.	Individual Deposits.
Alabama.....	28	\$19,055,380 87	\$3,480,000	\$10,938,390 23
Arkansas.....	7	5,244,680 48	1,070,000	3,102,315 55
District of Columbia.....	12	26,205,244 17	3,027,000	18,210,911 00
Florida.....	16	9,642,703 02	1,155,000	6,435,441 14
Georgia.....	29	23,563,135 83	4,306,000	10,864,848 52
Kentucky.....	81	65,758,544 68	12,842,595	27,755,375 82
Louisiana.....	21	33,526,484 94	3,285,000	20,308,027 80
Maryland.....	72	96,669,395 90	15,122,660	42,941,480 88
Mississippi.....	12	6,557,164 35	980,000	3,878,626 52
North Carolina.....	31	15,362,182 15	3,043,500	7,477,057 97
South Carolina.....	17	11,934,975 70	2,083,000	5,171,643 71
Tennessee.....	50	41,213,500 39	7,337,645	22,082,775 00
Texas.....	223	97,763,442 31	19,618,920	49,749,108 63
Virginia.....	43	39,058,368 03	5,171,000	20,473,458 43
West Virginia.....	40	25,242,824 47	3,849,660	15,548,822 68
Total.....	682	\$516,798,036 38	\$86,371,980	\$264,938,283 97
United States.....	3,871	\$5,048,138,490 29	\$630,299,031	\$2,508,248,557 53

The statistics of banking deal with conditions at the close of business on November 1, 1880; on September 5, 1900, and on September 23, 1908.

FINANCIAL RESOURCES OF THE SOUTH.

NATIONAL BANKS IN THE SOUTH—1908.

States.	No.	Aggregate Resources.	Capital.	Individual Deposits.
Alabama.....	76	\$49,289,351 15	\$8,322,000	\$23,664,996 00
Arkansas.....	40	21,520,783 79	4,000,000	10,600,554 67
District of Columbia....	11	44,255,040 22	5,202,000	20,772,116 37
Florida.....	39	32,272,030 15	4,780,000	17,063,049 05
Georgia.....	97	70,628,833 38	11,101,360	30,190,909 91
Kentucky.....	145	102,811,192 61	16,263,400	45,984,222 77
Louisiana.....	38	60,112,072 23	8,745,000	25,867,926 33
Maryland.....	101	144,550,168 85	17,827,400	69,301,759 86
Mississippi.....	30	19,427,115 93	3,435,000	9,008,460 57
North Carolina.....	69	43,538,064 92	6,760,000	19,456,395 25
South Carolina.....	30	27,069,218 24	4,330,000	11,328,102 24
Tennessee.....	87	76,068,945 19	10,095,000	41,304,900 49
Texas.....	535	243,239,941 70	40,868,300	115,843,181 54
Virginia.....	107	105,656,986 77	12,667,770	56,412,346 51
West Virginia.....	94	59,678,093 07	8,161,000	34,478,463 19

Total..... 1,499 \$1,100,117,838 20 \$162,558,230 \$531,277,536 75

*United States..... 6,853 \$9,027,260,484 76 \$921,463,172 \$4,548,135,165 83

*Include island possessions.

DEPOSITS IN SOUTHERN STATE, SAVINGS AND PRIVATE BANKS AND TRUST COMPANIES.

States.	1880.	1900.	1908.
Alabama.....	\$2,269,647	\$4,588,607	\$31,728,678
Arkansas.....	577,628	4,597,891	11,712,590
District of Columbia....	3,305,875	11,695,576	26,035,677
Florida.....	287,289	3,714,831	13,076,256
Georgia.....	5,910,827	22,260,235	43,882,591
Kentucky.....	13,501,787	34,044,105	63,767,955
Louisiana.....	4,719,465	15,968,225	54,760,293
Maryland.....	26,634,263	69,395,411	119,390,975
Mississippi.....	2,634,915	12,547,103	35,421,459
North Carolina.....	1,596,632	9,280,798	29,713,130
South Carolina.....	658,812	8,774,786	28,067,455
Tennessee.....	3,222,740	10,957,562	49,480,242
Texas.....	6,332,751	12,934,634	24,496,153
Virginia.....	7,757,202	22,451,581	43,637,283
West Virginia.....	4,034,743	21,317,823	49,581,700

Total..... \$83,444,576 \$254,439,168 \$624,752,437

United States..... \$1,319,094,576 \$4,780,893,692 \$8,700,959,961

*Includes island possessions, 1908.

†Including State banks.

SOUTHERN COMMON SCHOOL EXPENDITURES.

States.	1880.	1900.	1905-06.
Alabama.....	\$500,000	\$923,464	\$1,475,000
Arkansas.....	287,056	1,369,810	2,230,949
District of Columbia....	438,567	1,076,620	1,676,259
Florida.....	114,895	765,777	1,221,427
Georgia.....	471,029	1,980,016	12,327,603
Kentucky.....	1,069,030	3,667,908	12,662,863
Louisiana.....	411,858	*1,135,125	12,169,001
Maryland.....	1,544,267	2,803,032	3,195,387
Mississippi.....	830,705	1,385,112	1,898,544
North Carolina.....	376,062	950,317	1,935,982
South Carolina.....	324,629	894,004	1,404,474
Tennessee.....	744,180	1,751,047	3,247,564
Texas.....	1,030,000	4,465,255	16,400,492
Virginia.....	946,100	1,989,238	12,377,624
West Virginia.....	707,553	2,009,123	3,494,446

Total..... \$9,796,040 \$26,535,848 \$37,687,615

United States..... \$78,094,687 \$214,964,618 \$307,765,659

*Figures of 1899.

†Figures of 1904-05.

‡Figures of 1902-03.

NEGRO SCHOOLS IN THE SOUTH.

The work being done by the South for negro schools is indicated in the fact that of \$950,000,000 spent upon common schools in the 16 former slave States and the District of Columbia since 1871, at least \$175,000,000 have been spent upon common schools for negroes. In that territory the common school enrollment has increased from 2,013,684 whites and 685,942 negroes in 1878-1879 to 4,608,561 whites and 1,617,998 negroes in 1905-1906, and the expenditures for both races from \$12,174,141 in the first year to \$46,140,967 in the latter year.

In 1860 there were in the public schools of the South 781,199 pupils out of a total of 4,955,894 in the United States, and the income of these public schools in the South was \$4,474,370 out of the total of \$22,548,519 in the United States. The popularity of the academy and other private schools at that time in the South was one of the influences against the spread of the common school idea there in that period.

TRUE WEALTH OF THE SOUTH.

States.	1880.	1900.	1908.
Alabama.....	\$428,000,000	\$774,682,478	\$1,202,407,769
Arkansas.....	286,000,000	604,218,211	1,070,001,511
District of Columbia....	220,000,000	928,739,773	1,165,229,153
Florida.....	120,000,000	355,742,969	522,005,132
Georgia.....	606,000,000	936,000,450	1,455,804,752
Kentucky.....	902,000,000	1,365,130,718	1,709,257,093
Louisiana.....	382,000,000	815,158,003	1,306,801,922
Maryland.....	837,000,000	1,317,372,958	1,735,188,421
Mississippi.....	354,000,000	557,581,543	849,290,293
North Carolina.....	461,000,000	681,982,120	1,039,959,189
South Carolina.....	322,000,000	485,678,048	706,538,986
Tennessee.....	705,000,000	956,672,000	1,274,274,470
Texas.....	825,000,000	2,322,151,631	3,463,149,166
Virginia.....	707,000,000	1,102,309,696	1,504,449,170
West Virginia.....	350,000,000	659,652,551	1,069,320,189

Total..... \$7,505,000,000 \$13,863,073,149 \$20,073,686,216

United States..... \$43,642,000,000 \$88,517,306,775 \$129,489,102,208

ASSETS OF INDIVIDUAL SOUTHERN STATES.

Alabama.

Land Area, 51,279 Square Miles.	1880.	1900.	1908.
Population.....	1,262,505	1,828,697	2,089,640
Density.....	24.6	35.6	40.7
Cotton Mills:			
Spindles.....	49,432	411,328	930,236
Looms.....	863	8,540	17,093
Cotton used, pounds.....	7,271,791	67,987,269	98,067,517
Pig-iron made, tons.....	77,190	1,184,337	*1,086,674
Coke made, tons.....	60,781	2,110,837	*3,021,794
Lumber cut, feet.....	251,851,000	1,096,539,000	*1,224,967,000
Cotton crop, bales.....	600,000	1,044,000	1,171,000
Grain Products, bushels:			
Corn.....	22,679,352	29,355,942	*45,896,000
Wheat.....	1,402,218	916,351	*890,000
Oats.....	2,926,336	4,380,754	*3,850,000
Mineral Products, value.....	\$1,345,895	\$13,701,505	*\$52,136,749
Coal mined, tons.....	323,972	8,394,275	*14,250,454
Iron ore mined, tons.....	191,676	2,759,247	*4,039,453
Railroad mileage.....	1,474	4,197	4,889
National Banks:			
Resources.....	\$5,036,764	\$10,055,381	\$49,289,351
Capital.....	\$1,508,000	\$3,480,000	\$8,322,000
Individual deposits.....	\$1,318,889	\$10,938,390	\$23,664,996
Other banks, deposits.....	\$2,269,647	\$4,588,607	\$31,728,678
Common schools, expenditures.....	\$500,000	\$923,464	\$1,475,000
Property, true value.....	\$428,000,000	\$774,682,478	\$1,202,407,769

*Figures of 1907.

†Figures of 1904-05.

Arkansas.

Land Area, 52,525 Square Miles.	1880.	1900.	1908.
Population.....	802,525	1,311,564	1,462,459
Density.....	15.3	24.9	27.8
Cotton Mills:			
Spindles.....	2,015	9,700	14,624
Looms.....	28	257	240
Cotton used, pounds.....	340,000	2,034,273	1,975,770
Lumber cut, feet.....	172,503,000	1,595,933,000	*1,988,504,000
Cotton crop, bales.....	608,000	750,000	787,000
Grain Products, bushels:			
Corn.....	32,350,250	45,225,947	*43,430,000
Wheat.....	1,356,068	2,689,418	*1,463,000
Oats.....	2,748,834	7,038,065	*3,412,000
Mineral products, value.....	\$33,535	\$2,383,500	*\$3,386,747
Coal mined, tons.....	14,778	1,447,945	*2,670,438
Railroad mileage.....	859	3,109	4,677
National Banks:			
Resources.....	\$779,491	\$5,244,680	\$21,520,784
Capital.....	\$205,000	\$1,070,000	\$4,000,000
Individual deposits.....	\$265,382	\$3,102,315	\$10,600,554
Other banks, deposits.....	\$577,628	\$4,597,891	\$11,712,590
Common schools, expenditures.....	\$287,056	\$1,369,810	\$2,230,949
Property, true value.....	\$286,000,000	\$604,218,211	\$1,070,001,511

*Figures of 1907.

†Figures of 1905-06.

Florida.

Land Area, 54,861 Square Miles.	1880.	1900.	1908.
Population.....	269,493	528,542	662,075
Density.....	4.9	9.7	12
Lumber cut, feet.....	247,627,000	788,905,000	*839,058,000
Cotton crop, bales.....	55,000	50,000	60,000
Grain Products, bushels:			
Corn.....	3,522,180	4,156,192	*7,017,000
Wheat.....			
Oats.....	436,050	378,211	*411,000
Mineral products, value.....		\$3,326,517	*\$7,365,754
Phosphate mined, tons.....		706,243	*1,357,365
Railroad mileage.....	518	3,256	4,410
National Banks:			
Resources.....	\$312,335	\$9,642,703	\$32,272,030
Capital.....	\$100,000	\$1,155,000	\$4,780,000
Individual deposits.....	\$157,203	\$6,435,441	\$17,063,019
Other banks, deposits.....	\$287,289	\$3,714,831	\$13,076,256
Common schools, expenditures.....	\$114,895	\$765,777	\$1,221,427
Property, true value.....	\$120,000,000	\$355,742,969	\$552,005,132

*Figures of 1907.

†Figures of 1905-06.

Florida had 816 cotton spindles and used 166,250 pounds of cotton in 1880.

Georgia.

Land Area, 58,725 Square Miles.	1880.	1900.	1908.
Population.....	1,542,180	2,216,331	2,528,942
Density.....	26.4	37.8	43.1
Cotton Mills:			
Spindles.....	198,656	815,545	1,760,500
Looms.....	4,493	19,398	36,355
Cotton used, pounds.....	33,757,199	145,833,115	225,704,625
Pig-iron made, tons.....	29,821	39,134	*55,825
Coke made, tons.....	38,041	73,928	*74,934
Lumber cut, feet.....	451,788,000	1,308,610,000	*853,697,000
Cotton crop, bales.....	815,000	1,309,000	673,000
Grain Products, bushels:			
Corn.....	21,939,240	34,119,530	*57,538,000
Wheat.....	3,055,374	5,011,133	*2,673,000
Oats.....	6,184,700	7,010,040	*5,010,000
Mineral products, value.....	\$457,737	\$3,448,233	*\$6,641,003
Coal mined, tons.....	154,644	315,557	*132,401
Iron ore mined, tons.....	91,416	336,186	*444,114
Railroad mileage.....	2,459	5,730	6,842
National Banks:			
Resources.....	\$7,849,727	\$23,563,136	\$70,628,833
Capital.....	\$2,221,000	\$4,306,000	\$11,101,360
Individual deposits.....	\$2,012,437	\$10,864,848	\$30,190,909
Other banks, deposits.....	\$5,910,827	\$22,260,235	\$43,882,591
Common schools, expenditures.....	\$471,029	\$1,980,016	\$12,327,603
Property, true value.....	\$606,000,000	\$936,000,450	\$1,455,804,752

*Figures of 1907.

†Includes North Carolina.

‡Figures of 1905-06.

Kentucky.

Land Area, 40,181 Square Miles.

	1880.	1900.	1908.
Population	1,648,690	2,147,174	2,384,770
Density	41	53.4	59.3
Cotton Mills:			
Spindles	9,022	66,633	82,800
Looms	73	991	1,292
Cotton used, pounds	1,882,234	11,971,815	11,666,730
Pig-iron made, tons	57,708	71,562	*127,946
Coke made, tons	4,250	95,532	*67,068
Lumber cut, feet	305,684,000	765,343,000	*912,908,000
Cotton crop, bales	(Included in North Carolina.)		
Grain Products, bushels:			
Corn	86,039,970	69,267,224	*93,060,000
Wheat	10,564,932	12,442,846	*8,808,000
Oats	7,026,120	9,300,293	*3,379,000
Mineral products, value	\$1,273,178	\$7,102,364	*\$19,294,341
Coal mined, tons	946,288	5,328,964	*10,753,124
Iron ore mined, tons	64,809	52,920	*62,808
Petroleum, barrels		62,259	*820,844
Railroad mileage	1,530	3,094	3,606
National Banks:			
Resources	\$33,333,221	\$65,758,545	\$102,811,193
Capital	\$10,146,500	\$12,842,595	\$16,263,400
Individual deposits	\$8,510,630	\$27,755,375	\$45,984,222
Other banks, deposits	\$13,501,787	\$34,044,105	\$63,767,955
Common schools, expenditures	\$1,069,030	\$3,037,908	*\$2,662,863
Property, true value	\$902,000,000	\$1,365,130,718	\$1,709,257,093

*Figures of 1907.

†Includes Maryland and West Virginia in 1907.

‡Including Tennessee.

§Figures of 1902-03.

Louisiana.

Land Area, 45,409 Square Miles.

	1880.	1900.	1908.
Population	939,946	1,381,625	1,599,841
Density	20.7	30.5	35.2
Cotton Mills:			
Spindles	6,096	55,000	89,752
Looms	120	1,584	2,296
Cotton used, pounds	644,000	7,282,350	6,573,005
Lumber cut, feet	133,472,000	1,113,423,000	*2,972,119,000
Cotton crop, bales	500,000	625,000	673,000
Grain Products, bushels:			
Corn	14,912,720	24,702,598	*28,000,000
Wheat			
Oats	405,000	614,142	*406,000
Mineral products, value	\$56,160	\$789,219	*\$10,876,719
Petroleum, barrels			*5,000,221
Railroad mileage	652	3,801	4,829
National Banks:			
Resources	\$13,255,603	\$33,526,485	\$60,112,072
Capital	\$3,475,000	\$3,285,000	\$8,745,000
Individual deposits	\$6,013,173	\$20,308,028	\$25,867,926
Other banks, deposits	\$4,719,465	\$15,968,225	\$54,769,293
Common schools, expenditures	\$411,858	\$1,135,125	\$2,169,001
Property, true value	\$382,000,000	\$815,158,003	\$1,306,801,922

*Figures of 1907.

†Figures of 1899.

‡Figures of 1904-05.

Maryland.

Land Area, 9,941 Square Miles.

	1880.	1900.	1908.
Population	934,943	1,188,044	1,307,573
Density	95	119.5	131.6
Cotton Mills:			
Spindles	125,706	154,064	142,384
Looms	2,425	2,810	3,000
Cotton used, pounds	24,166,232	39,901,955	32,101,012
Pig-iron made, tons	61,437	290,073	*411,833
Lumber cut, feet	123,356,000	183,393,000	*213,786,000
Grain Products, bushels:			
Corn	21,702,080	15,232,802	*22,196,000
Wheat	8,486,380	15,187,848	*14,763,000
Oats	2,278,320	1,783,416	*825,000
Mineral products, value	\$3,200,000	\$13,000,000	*\$19,693,544
Coal mined, tons	2,228,917	4,024,688	*5,532,628
Iron ore mined, tons	139,628	26,223	†
Railroad mileage	1,040	1,364	1,559
National Banks:			
Resources	\$50,858,355	\$96,669,396	\$144,550,169
Capital	\$13,222,030	\$15,122,060	\$17,827,400
Individual deposits	\$21,431,763	\$42,941,481	\$69,301,760
Other banks, deposits	\$26,634,263	\$69,395,411	\$119,390,975
Common schools, expenditures	\$7,544,367	\$2,803,032	\$3,195,387
Property, true value	\$837,000,000	\$1,317,372,958	\$1,735,188,421

*Figures of 1907.

†Includes District of Columbia.

‡Included in Kentucky in 1907.

§Includes District of Columbia.

Mississippi.

Land Area, 46,362 Square Miles.

	1880.	1900.	1908.
Population	1,131,597	1,551,270	1,766,886
Density	24.4	33.5	38.1
Cotton Mills:			
Spindles	18,568	75,122	177,602
Looms	644	2,464	4,812
Cotton used, pounds	2,881,853	10,363,458	16,793,401
Lumber cut, feet	168,747,000	1,202,334,000	*2,094,485,000
Cotton crop, bales	932,000	1,230,000	1,496,000
Grain Products, bushels:			
Corn	23,218,380	25,231,998	*42,500,000
Wheat	281,166	40,781	*22,000
Oats	3,021,000	2,390,052	*1,611,000
Mineral products, value		\$621,985	*\$1,024,302
Railroad mileage	1,127	2,934	4,079
National Banks:			
Resources		\$6,557,104	\$19,427,116
Capital		\$980,000	\$3,435,000
Individual deposits		\$3,878,626	\$9,008,460
Other banks, deposits	\$2,634,915	\$12,547,103	\$35,421,459
Common schools, expenditures	\$830,705	\$1,385,112	\$1,868,544
Property, true value	\$354,000,000	\$557,581,543	\$849,290,293

*Figures of 1907.

†Figures of 1906-07.

North Carolina.

Land Area, 48,740 Square Miles.

	1880.	1900.	1908.
Population	1,390,750	1,893,810	2,120,395
Density	28.8	38.8	43.5
Cotton Mills:			
Spindles	92,385	1,134,900	2,878,118
Looms	1,790	25,469	53,446
Cotton used, pounds	11,832,641	190,138,759	293,192,851
Pig-iron made, tons	(Included in Georgia.)		
Lumber cut, feet	241,822,000	1,278,399,000	*1,622,387,000
Cotton crop, bales	411,000	561,000	689,000
Grain Products, bushels:			
Corn	36,954,120	29,790,180	*45,078,000
Wheat	4,871,213	5,960,803	*5,320,000
Oats	5,515,400	5,046,117	*2,995,000
Mineral products, value	\$548,340	\$1,458,848	*\$2,961,381
Coal mined, tons	350	17,734	†
Iron ore mined, tons	3,318	§	*50,439
Railroad mileage	1,486	3,733	4,469
National Banks:			
Resources	\$8,420,060	\$15,362,182	\$43,538,065
Capital	\$2,501,000	\$3,043,500	\$6,760,000
Individual deposits	\$2,883,306	\$7,477,058	\$19,456,395
Other banks, deposits	\$1,596,632	\$9,280,798	\$29,713,130
Common schools, expenditures	\$376,062	\$950,317	\$1,935,982
Property, true value	\$461,000,000	\$681,982,120	\$1,039,950,186

*Figures of 1907. †Including Kentucky and Virginia.

‡Included in Georgia in 1900.

§Figures of 1905-06.

South Carolina.

Land Area, 30,495 Square Miles.

	1880.	1900.	1908.
Population	965,577	1,340,316	1,495,279
Density	32.6	43.9	49
Cotton Mills:			
Spindles	82,334	1,431,349	3,687,361
Looms	1,676	42,663	88,498
Cotton used, pounds	15,601,005	230,053,807	292,966,579
Lumber cut, feet	185,772,000	466,100,000	*649,058,000
Cotton crop, bales	523,000	921,000	1,226,000
Grain Products, bushels:			
Corn	11,745,900	13,129,137	*20,807,000
Wheat	869,530	2,142,828	*2,669,000
Oats	3,688,020	4,023,149	*3,900,000
Mineral Products, value	\$2,028,774	\$2,451,086	*\$2,305,203
Phosphate mined, tons	190,763	329,173	*257,221
Railroad mileage	1,427	2,919	3,252
National Banks:			
Resources	\$7,827,604	\$11,934,976	\$27,069,218
Capital	\$2,451,100	\$2,083,000	\$4,330,000
Individual deposits	\$2,586,177	\$5,171,644	\$11,328,102
Other banks, deposits	\$658,812	\$8,774,786	\$28,067,455
Common schools, expenditures	\$324,629	\$894,004	\$1,404,474
Property, true value	\$322,000,000	\$485,678,048	\$706,538,986

*Figures of 1907.

†Figures of 1905-06.

Tennessee.

Land Area, 41,687 Square Miles.

	1880.	1900.	1908.
Population	1,542,359	2,020,616	2,227,949
Density	36.9	48.7	53.4
Cotton Mills:			
Spindles	35,796	123,896	264,664
Looms	818	2,995	4,298
Cotton used, pounds	4,944,279	15,040,336	28,677,571
Pig-iron made, tons	70,873	362,190	*393,106
Coke made, tons	130,609	475,432	*467,499
Lumber cut, feet	302,673,000	939,463,000	*894,968,000
Cotton crop, bales	331,000	327,000	296,000
Grain Products, bushels:			
Corn	62,469,792	56,997,880	*78,364,000
Wheat	7,538,400	11,096,088	*7,400,000
Oats	5,848,570	5,810,166	*3,058,000
Mineral Products, value	\$1,396,681	\$8,651,904	*\$26,525,004
Coal mined, tons	495,131	3,509,562	*6,810,243
Iron ore mined, tons	104,465	594,171	*813,690
Petroleum, barrels			
Phosphate mined, tons		454,491	*638,612
Railroad mileage	1,843	3,185	3,748
National Banks:			
Resources	\$13,390,627	\$41,213,509	\$76,068,945
Capital	\$3,005,900	\$7,337,645	\$10,095,000
Individual deposits	\$6,588,048	\$22,082,775	\$41,304,960
Other banks, deposits	\$3,222,740	\$10,957,562	\$49,480,242
Common schools, expenditures	\$744,180	\$1,751,047	\$3,247,561
Property, true value	\$705,000,000	\$956,672,000	\$1,274,274,470

*Figures of 1907.

†Included in Kentucky.

‡Figures of 1905-06.

District of Columbia.

Land Area, 60 Square Miles.

	1880.	1900.	1908.
Population	177,624	278,718	318,615
Density	2,960.4	4,645.3	5,310.2
Railroad mileage			
National Banks:			
Resources	\$5,091,550	\$26,205,244	\$44,255,010
Capital	\$1,507,000	\$3,027,000	\$5,202,000
Individual deposits	\$2,154,595	\$18,210,911	\$20,772,116
Other banks, deposits	\$3,395,875	\$11,605,576	\$26,035,677
Common schools, expenditures	\$438,567	\$1,076,620	\$1,676,259
Property, true value	\$220,000,000	\$928,739,773	\$1,165,229,153

*Included in Maryland.

†Figures of 1904-05.

Texas.

Land Area, 262,396 Square Miles.

	1880.	1900.	1908.
Population.....	1,591,749	3,048,710	3,731,624
Density.....	6.1	11.6	14.2
Cotton Mills:			
Spindles.....	2,648	48,756	100,166
Looms.....	71	1,018	2,443
Cotton used, pounds.....	119,986	9,304,434	16,859,798
Pig-iron made, tons.....	(Included in Georgia.)		
Lumber cut, feet.....	328,968,000	1,230,904,000	*2,229,590,000
Cotton crop, bales.....	805,000	2,186,000	2,221,000
Grain Products, bushels:			
Corn.....	66,754,500	81,962,910	*155,589,000
Wheat.....	3,008,112	23,395,913	*2,812,000
Oats.....	6,936,540	28,278,232	*9,500,000
Mineral products, value.....	\$142,800	\$5,295,753	*\$19,806,458
Coal mined, tons.....		968,373	*1,618,069
Iron ore mined, tons.....	3,600	16,881	*118,647
Petroleum, barrels.....		836,039	*12,322,696
Railroad mileage.....	3,244	9,992	13,150
National Banks:			
Resources.....	\$5,021,016	\$97,763,442	\$243,239,942
Capital.....	\$1,420,000	\$19,618,920	\$40,868,300
Individual deposits.....	\$2,080,993	\$49,749,109	\$115,813,181
Other banks, deposits.....	\$6,332,751	\$82,934,634	\$24,496,153
Common schools, expenditures.....	\$1,030,000	\$4,465,255	\$8,400,492
Property, true value.....	\$825,000,000	\$2,322,151,631	\$3,463,149,166

*Figures of 1907. †Includes Arkansas in 1907.

‡State banks not included in 1900. §Figures of 1905-06.

Virginia.

Land Area, 40,262 Square Miles.

	1880.	1900.	1908.
Population.....	1,512,565	1,854,184	2,016,603
Density.....	37.5	46	50
Cotton Mills:			
Spindles.....	44,340	126,827	315,524
Looms.....	1,322	4,608	8,886
Cotton used, pounds.....	5,087,519	17,832,465	34,941,034
Pig-iron made, tons.....	29,934	490,617	*478,771
Coke made, tons.....		685,156	*1,545,280
Lumber cut, feet.....	315,939,000	956,169,000	*1,412,477,000
Cotton crop, bales.....	(Included in North Carolina.)		
Grain products, bushels:			
Corn.....	45,230,000	28,183,760	*46,025,000
Wheat.....	8,737,302	9,421,332	*8,188,000
Oats.....	5,774,780	5,167,568	*2,862,000
Mineral products, value.....	\$1,348,195	\$5,658,801	*\$19,313,182
Coal mined, tons.....	43,079	2,393,754	*4,710,895
Iron ore mined, tons.....	†243,542	†921,821	*786,856
Railroad mileage.....	1,893	3,795	4,337
National Banks:			
Resources.....	\$14,348,362	\$39,058,368	\$105,656,987
Capital.....	\$3,066,000	\$5,171,000	\$12,067,770
Individual deposits.....	\$6,600,447	\$20,473,458	\$56,412,346
Other banks, deposits.....	\$7,757,202	\$22,451,581	\$43,637,283
Common schools, expenditures.....	\$946,109	\$1,989,238	\$2,377,624
Property, true value.....	\$707,000,000	\$1,102,309,696	\$1,504,449,170

*Figures of 1907. †Includes West Virginia in 1880 and 1900.

‡Figures of 1905-06.

West Virginia.

Land Area, 24,022 Square Miles.

	1880.	1900.	1908.
Population.....	618,457	958,800	1,122,254
Density.....	25.7	39.9	46.7
Pig-iron made, tons.....	70,338	166,758	*291,066
Coke made, tons.....	138,755	2,358,499	*4,112,896
Lumber cut, feet.....	180,112,000	773,583,000	*1,395,979,000
Grain Products, bushels:			
Corn.....	17,307,000	19,299,708	*21,280,000
Wheat.....	5,130,991	4,452,895	*4,477,000
Oats.....	2,411,600	2,768,451	*1,834,000
Mineral products, value.....	\$1,986,665	\$47,055,384	*\$92,487,990
Coal mined, tons.....	1,829,844	22,647,207	*48,091,583
†Iron ore mined, tons.....			
Petroleum, barrels.....	179,000	16,195,675	*9,695,296
Railroad mileage.....	691	2,485	3,343
National Banks:			
Resources.....	\$5,939,454	\$25,242,824	\$50,678,093
Capital.....	\$1,861,000	\$3,849,690	\$8,161,000
Individual deposits.....	\$2,040,126	\$15,548,823	\$34,478,465
Other banks, deposits.....	\$4,034,743	\$21,317,823	\$49,581,700
Common schools, expenditures.....	\$707,553	\$2,009,123	\$3,494,446
Property, true value.....	\$350,000,000	\$659,652,551	\$1,069,320,189

*Figures of 1907. †Included in Maryland in 1880 and 1900 and in Kentucky in 1907. ‡Figures of 1905-06.

REASONS FOR FAITH IN SOUTHERN PROGRESS.

[Written for the Manufacturers' Record.]

Expressions of optimism as to the industrial progress of the South filled nearly 15 pages of last week's issue of the MANUFACTURERS' RECORD. They came from practically every class of men interested in the material advancement of the South. In the aggregate they were a revelation of a fine spirit before which every fog, even the faintest, of pessimism, must disappear. The messages continue to come to us. Their coming only swells the chorus of

hope and faith. Those that have come since we went to press last week are published in the following pages:

After the Smoke of Battle.

Cochrane Showcase Co., Charlotte, N. C.:

I am delighted, but not surprised, to find the MANUFACTURERS' RECORD in the forefront ready to encourage business revival and increase activity in the various industries in the South immediately after

the smoke of the election battle has cleared away. I feel, in reply to your inquiry, that I can answer your question in regard to business conditions of the South and the general prospects throughout the South more intelligently than I could have done 12 months ago. The recent panic or business depression through which the country has been called to pass has given the South and its patriotic citizens an opportunity to show to the world, and especially to the large moneyed centers of this country, the wonderful resources upon which as a section of the United States it can rely. I very candidly say that the South suffered less from the panic than any other section of this great country, and I believe that the facts will bear me out in this statement. If anyone will take the trouble to review the general conditions which prevailed throughout this section during this depression it will be found that while the South suffered from the general depression that prevailed throughout the nation, at no time during this period did the South despair, nor did its business men lose confidence in our ability to withstand the panic, and as a result there was more confidence manifested in the business enterprises in the South than the most sanguine business men could have expected to exist. While some lines of business, and especially some manufacturing enterprises, felt rather severely the general depression in business, the general condition of the country was never in immediate danger of collapse. The chief effect of the depression through which we have passed seemed to have upon the business interests of the South was to cause greater conservatism to be exercised by its business men. Consequently, all lines of industry in the South purged themselves of useless expenses and extravagant methods of operating their business, and by so doing laid the foundation for what I expect to see is the brightest and most successful period of the South's history, which, I believe, will come to pass within the next few years. Of course, the national election stood in the way of a prompt revival of business during the summer and fall months, as all Presidential years seem to have a disquieting effect upon business generally, but I think that now since the election is out of the way the people throughout the entire South are ready to begin in earnest to bring about the realization of those who have had the fondest dreams about the future prospects of this section. I believe that the marvelous manner in which the South passed through this depression has resulted in commanding the admiration and pride of its own citizens, and has directed the attention of outside investors, capitalists and young men of ability, all of which things will tend to bring about a complete revival of business in this section immediately. Confidence in business enterprises seems to be completely restored. Mills are starting up on full time, heavy contracts are being let for new work, and from all sections we hear news of large building contracts and general hopeful conditions from the merchants. I would be unmindful of the causes which have been chiefly instrumental in bringing about the confidence and financial strength of the South of today if I did not say that I consider your trade paper the leading spirit in bringing our own people to a realization of our possibilities and calling to the attention of capital and ability the wonderful opportunities for the development of the South. In fact, I believe that your motto, so frequently repeated in your publication, "The development of the South means the enrichment of the nation," has already been realized, and capital and efficient ability are realizing the attractive possibilities of this Southern section more than any other

part of this great nation. In particular reference to the immediate section in which our plant is located, I would be untrue to the wonderful development of the city of Charlotte, N. C., if I did not speak briefly concerning the conditions which have existed here during the past 12 months. There has not been a day when a visitor to this city, judging from outside appearance, would have ever realized that there was any depression being felt from the general conditions which have prevailed through the country. In fact, there has been greater building activity, formation of new enterprises, investment of new capital, influx of new population during the past 12 months than Charlotte has ever known before during her history. Office buildings, new hotels, street pavement, city street-car lines extended, new banks, are some of the things that have been done during the past 12 months. During the entire depression the banks of this city didn't hesitate not only to meet their own obligations promptly, but didn't refuse to extend accommodation to every deserving enterprise in the city. They were able to meet every emergency, and cheerfully and gladly extended accommodation to every deserving patron, and thereby most gladly assisted the industries of this city to pass through the depression almost without feeling it. Located midway between the extremes of temperature, accessible to almost every point in the United States, and with a climate unexcelled and with a renewed enterprising citizenship, Charlotte is destined to be one of the largest and most progressive and most prosperous cities throughout the entire South. In regard to our own business, I am glad to say that during the past 12 months our business has almost doubled the amount done during the 12 months preceding. There has been a wonderful amount of building activity, in which, of course, we are interested, and there has been no period during the entire 12 months just past when we could supply the demand for our product, and today we have all the business we can take care of, and are receiving the patronage of the very best trade throughout the entire Piedmont section. We did not drop a single man from our pay-roll, and frequently added good men who would come to us from other sections of the country, especially from the large Eastern and Western sections. In the very beginning of the depression we worked more vigorously than ever to keep our line constantly before the people, and tried by letters and through our representatives to maintain confidence of the people in their own enterprises and in the general resources of the South. Finally, I might say as a summary of the entire condition throughout this community generally, that the Piedmont section of the Carolinas has already forgotten the panic and the election, and is down to business, with the result that there will be remarkable developments throughout this entire section industrially within the next 12 months. I believe that no section offers finer inducements for capital and efficient men than our immediate community. This confidence in the ability of the South and its resources, which all Southern business men today share with me, is largely the result of the wonderful publicity which the MANUFACTURERS' RECORD has given to this section, and I wish and trust that continued usefulness and success may be added to your already splendid record.

Waiting on the Railroads.

F. H. Lewis, general manager Standard Portland Cement Co., Leeds, Ala.:

Orders have increased considerably since the election, but the price of cement is very low, and is not likely to increase before spring. The Portland cement plants

North and South will probably dispose of their products at cost until construction work begins on a large scale by the railroad companies.

For More Demand.

North Birmingham Fire-Brick & Proofing Co., Birmingham, Ala.:

We have been running entirely on fireproofing for office buildings and hotels for the past six months, and now have orders ahead for 60 days. We look for a more pronounced demand for manufactured materials after January 1. Our own city is particularly active in office building, four being under construction, amounting to 48 stories in all, which should take care of all immediate demands for offices.

Conditions Improving Rapidly.

J. W. Burks, Jr., industrial commissioner the Business Men's League, Helena, Ark.:

Conditions in this section of country are improving rapidly. The season for all agricultural products has been very propitious; weather conditions have been such as to enable farmers to gather their crops and market them promptly. The character of cotton raised in this section being particularly fine has caused the demand where other kinds of cotton proved unsalable. Receipts of cotton at Helena, Ark., to this date, 48,965 bales, as against 17,268 same date last year. This wonderful increase has shown itself in all lines of business in our city. The new line of railroad, the Missouri & North Arkansas, from Kansas City to Helena, has been completed, and is operating its trains. Receipts by Missouri Pacific and Illinois Central Railroad are unprecedented. Since political conditions have been settled we have daily visitors looking for new sites for manufacturing plants, and new fields for industries of all kinds. All wood-working plants are resuming; demand for lumber is growing great, and the outlook for a degree of prosperity heretofore unknown is brighter than ever in this city.

With Cotton Crop Money.

J. R. Rowland, traffic manager Atlanta, Birmingham & Atlantic Railroad Co., Atlanta, Ga.:

Every indication which we have observed points to an early revival of business throughout the South. Lumber mills are resuming on full time, and new enterprises are being established. I know of two large lumber concerns that are now arranging for the early erection of mills and the building of tramroads into large tracts of timber. There has been some inactivity in cotton, owing to lack of demand abroad, but it is thought that this condition has been removed by settlement of strike conditions in Manchester. With the money received from the cotton crop, I think we can all hope for good times in the South within the next year.

Lumber Interests Encouraged.

J. P. Stetson, president Stetson Lumber Co., Arlington, Ga.:

The writer was in Macon last week and saw some prominent cotton-mill men, and they told him that their business was getting to be very fine, indeed, and that it would only be a short time before they looked for their business to be fully as good as they could reasonably expect it. The lumber interests feel very much encouraged, but the manufacturers of dimension lumber and heavy timbers reports much better business than the manufacturers of dressed and finished lumber. During the month of October we had a good many inquiries for dressed lumber, on which the parties inquiring stated that the orders would depend on the election. We have hardly had time to hear fully from all of these inquiries. There is a better feeling prevailing over our section

of the State, and people seem to be expecting, rather than hoping for, decided improvement in general business conditions.

Preparing for Business.

Arthur Wrigley, president and general manager Dixie Seal & Stamp Co., Atlanta, Ga.:

We believe that business in general must be increasing throughout the entire South. This statement is based on the fact that from all sections we have been receiving an increased number of orders for rubber stamps, stencils and office supplies, indicating that the people are preparing for more business. Here in Atlanta there are perceptible signs of business increasing. The transfer companies have all they can do hauling freight, and dealers in all kinds of goods are saying that sales are gradually improving.

Good News in Every Mail.

Goldman & McGee, real estate, etc., Monroe, La.:

Although hardly two weeks have elapsed since the election, we have seen many signs of improvement. For a long time we did not even get an inquiry from anyone, but now hardly a mail reaches us without some good news, either from a party who wishes a tract on which to erect a sawmill or a tract for speculative purposes, as they can readily judge that Southern property will advance rapidly. We have several prospectors looking over different propositions, and we feel confident that we will be able to dispose of some of our holdings in a short time. Two railroads are now being surveyed in North Louisiana. One from Shreveport via Minden and Homer to some point in Arkansas, which will traverse one of our tracts of timber lands, and another from Monroe, La., via Farmerville to a point in the same State. It seems that almost everyone in the South is satisfied with the results of the election, especially those who are interested in the lumber industry.

Better Every Day.

J. M. Carbine, manager machinery department A. Baldwin & Co., Ltd., New Orleans, La.:

We are pleased to advise that business in this section is getting better every day, and we feel confident by the first of the year that things will have assumed their normal condition. It is a little too early after election to make any predictions, but, judging from the inquiries that we have been receiving—particularly in the machinery line—we have every indication to believe that we can look forward to much better times, and feel that in the course of the next few months a complete revival will have taken place. We are glad to note that in other sections things are as brisk as you mention in your letter, and feel now that it is only a question of time when the whole country will again have the good times that they experienced several years ago.

Prospect Improved.

Surry Parker, steam logging machines, etc., Pine Town, N. C.:

The prospect for revival of business through the part of the South which we cover with our logging machines seems to have improved some already since the election, and the indications are that we will have as good business the next year as any year in our history. We have had an unusual number of inquiries during the past 10 days, and this would indicate that business in our line will open up in good shape very soon.

Restoration of Confidence.

W. T. Corwith, secretary-treasurer the Greater Charlotte Club, Charlotte, N. C.:

The prospects for the business of the coming year for Charlotte are very bright.

The past year has not been a bad year with us, but we have in a measure felt a decrease in the volume of business in certain lines. Perhaps few cities in the South have felt the panic as little as has Charlotte. Talking with business men in various lines, we have found a decidedly optimistic condition prevailing, and preparations being made to handle an increase of business. The cotton mills have been the worst sufferers, and the present demand for manufactured cotton goods is steadily increasing, and this means much for this section of the country, where the cotton-mill business enters so extensively into our business life. In the building line there is a decided indication of activity, and at the present writing we look for about \$2,000,000 to be invested in new buildings during 1909. The brick plants, lumber yards, stone-cutting plants, quarries, jobbing houses, machinery plants and others show a decided increase in business, and the freight business of the railroads is growing each week. The restoration of confidence seems to be complete, and the money needed for various enterprises will be forthcoming. The great South, in which the MANUFACTURERS' RECORD has shown so intense an interest, will go on with the rapid development of the past few years, the future of which is beyond the ability of the ordinary mind to conceive.

An Era of Prosperity.

Frank R. Hewitt, president and treasurer North Carolina Talc & Mining Co., Hewitts, N. C.:

Beginning some weeks prior to the election, our business increased quite considerably, and since the election inquiries and orders have come in faster than we can attend to them, and other branches of my business which had been closed during the panic months have so far recovered as to require opening the plants. So far as I can see, throughout this section there is a marked tendency toward improvement, and much of it is actual. My own opinion is that prosperity has set in for the country at large, and particularly for the South, and I believe that the South is on the eve of the greatest era of prosperity that it has ever known, and I must frankly state that, in my opinion, the earnest and intelligent efforts of the MANUFACTURERS' RECORD are to a very large degree responsible for what I think I see in the near future, with every prospect of years of continuance. Trusting that your good work may continue and bear fruit worthy of the effort, etc.

Many Mills Resuming.

F. C. Abbott & Co., stocks, bonds, real estate, Charlotte, N. C.:

Business conditions have improved very materially in this section in the last 30 days. Charlotte as a city has not felt the general business depression nearly as much as have many other localities; in fact, this has been the largest building year in the history of the city, in spite of the panic. The Southern cotton mills, however, have felt the depression throughout this territory to quite a degree, many of them have been on short time, and several of them closed down entirely at times during the past year. There is now, however, much better feeling all along the line, many mills resuming on full time, and the mill owners are very hopeful of the future. Our business in Southern mill stocks and other securities has felt this change of tone to quite a marked degree within the last 30 days, and whereas for six months the business has been practically dead, we are now having numerous inquiries for Southern mill and bank stocks, and have made quite frequent sales of late. The future outlook for the city of Charlotte is especially bright. The morn-

ing *Observer* today announced new developments for the immediate future to the amount of \$2,000,000, and we believe this whole section of the South will have a very rapid development during the ensuing months.

The Vision of the South.

T. M. Waring, president and treasurer Killian Fire-Brick Co., Charleston, S. C.:

Signs of revival of business are generally apparent, and in our own business the record shows that from November 3 (election day) to this date it has, in comparison with the same period October, increased 160 per cent., with September 330 per cent. Simply the result of returning confidence—politics for the nonce being sidetracked. "Too much politics"—one time it is a national, next a State election. Business can hardly shape itself for more than a few years without great risk. Given an assurance of permanency, the great material wealth of this country would be rapidly exploited; the whirl of machinery would echo and re-echo through its valleys, stately manors would crown its hills, and its fields and orchards teem with golden grain, fleecy cotton and mellow fruit year after year continuously. Prosperity would abide, and that vision of the South which the MANUFACTURERS' RECORD so earnestly and energetically portrays would be an accomplished fact.

More Building Vigor.

L. B. Dozier, president and treasurer National Hygienic Manufacturing Co., Columbia, S. C.:

We think we can note an improvement in the trade conditions throughout the South. It appears to us that building activity, which has been stagnated to a certain extent for the past six or seven months, has taken on renewed vigor, and we believe that another year will show us prosperous conditions in the South.

Placing Orders Freely.

W. N. Taylor, secretary and treasurer Memphis Machine Works, Memphis, Tenn.:

We are very pleased to advise you that since the election confidence to a large extent in the manufacturing industry seems to have been restored, and we are quite sure that the majority of manufacturing interests, even in the South, are well pleased with the results of the election. This being the case, they are freely placing orders now when they were not before. Our business has almost doubled since the election, as a great many orders were held up just waiting for the results of the election that have since been placed, and larger inquiries are coming in very much more frequently. We presume that you will get similar reports from all over the country.

Expecting Orders.

H. H. Peek, secretary Lookout Boiler & Manufacturing Co., Chattanooga, Tenn.:

Business conditions are improving, and the indications for the early return of normal conditions are very encouraging. We are expecting to receive a number of orders by the first of the year.

The Best in Years.

W. J. Rutledge, sales department the Murray Company, Dallas, Texas:

There is a tendency to increased activity in our trade and in our community generally. From a business standpoint, we expect 1909 to be the best in this section that has been known for several years.

Hope for Improvement.

H. E. Obenshain, president Roanoke Iron Works, Inc., Roanoke, Va.:

From our point of view, business in our line since the election does not seem to be improving; in fact, just at this time, and for the past couple of weeks, we have received fewer inquiries and booked less

business than in January and February. But, of course, we, with others, are hoping for improvement soon, and we believe it will come. We understand from parties through coal fields that prospects out there are better, and different mining interests are overhauling equipment and getting ready for big things. It is also rumored that the Virginia Iron, Coal & Coke Co. is to start two or three additional furnaces in the next couple of weeks. As a general thing, we feel that business in this city is slower than it should be, but hope for improvement.

After the Holidays.

J. C. White, general industrial agent Seaboard Air Line Railway, Portsmouth, Va.:

There are many indications pointing to a revival of commercial conditions. My thought is that the full force of the real sentiment and feeling prevailing will have its beginning after the Christmas holidays.

Closely Watching Cotton.

Hugh Carney, real estate, Atlanta, Texas:

Right at present the interests of the South are closely watching the course of cotton prices, and as to whether they go up or down will depend this season's trade. As to the election, in my humble opinion, the effect on its passing has little to do with trade conditions, and the opinion that a good trade condition is solely the result of a state of the mind is to me absurd. There must be something more than confidence returning before we can enjoy the prosperity of year before last. Among these things, the greatest factor in the South would be an advance in the price of cotton to about 11 or 12 cents. While confidence in the Government, confidence in the banks and confidence in a steady increase of values is a great factor in the return of prosperity, such confidence has not been shaken as much as some would have you believe. But such confidence as has been shaken will not quickly return, because it is the abused confidence of thinking people, who realize that the conditions that enabled a set of bank sharpers in one city of this great United States to bring on a disastrous panic have not been bettered, and until this condition is changed there will never again be that confidence the East has heretofore enjoyed. I do not pretend to say that I know the remedy, nor do I know anyone else who has proposed an entirely adequate remedy, but I do say that it is an insult to the intelligence of our financiers and students of economics that our entire banking system is entirely dependent upon the whim and pleasure of a small set of bankers in New York city. The money of the South and West was deposited in New York, and while conditions with us were normal and prosperity reigned, in one week we were compelled to suffer because the bankers in New York decided they would not send us our money on our demand which we had there subject to such demand. Until the West and South can be assured that when they deposit their money they can get it on demand, then, and not till then, will confidence be restored. In no other government of our standing under the sun could such a thing have happened. And to our shame be it said that we have utterly failed to find the remedy or take any steps worthy of the name to find one. The efforts of Mr. Bryan to bring this home to the people in urging the guarantee of bank deposits were met with ridicule and derision by the "interests," yet one of the foremost students on economics, and a Republican at that, Representative Fowler, urged this plan as the solution of the problem. But the South and West are in the forefront in the fight for this reform, and while I do not contend that it

will be a panacea, yet it will go a long way toward helping attain the desired end. Watch my prediction, one by one the States will take it up until after a while the Congress of the United States will be forced to follow. The question will come before the next Legislature of Texas, and if the wishes of the people are followed, and we predict they will, it will become a law. And when this does become a law in all the States the cry of hard times will not avail to scare the American people from a just and reasonable trimming of the tariff. The cry of wolf by the protected interests will fall on deaf ears and hearts and minds that will be determined to take the hands of the robber tariff barons from the people's throat. But this is wandering a little from the subject. I just wanted you to know how the real South and West felt about this panic. Still, as I said in the beginning, right now a rise in the price of cotton would be the quickest and surest route to our prosperity in all lines. Land values are dependent upon the products that it will bring forth, and the price of the products is the controlling factor in prosperity in a land where farming is the principal occupation. We thank you for this opportunity of expressing our thoughts on these subjects, and while we may disagree on many important issues, we recognize the fact that you are a power for good to the South in many ways, and will continue to agree or disagree with you, giving and taking the same privilege, and still be, etc.

Pushing Construction.

Jennings Vandaveer, secretary-treasurer Athens Fire-Brick Co., Athens, Texas:

We are running full time, and have several nice orders booked for shipment the first of the year. Several of these orders were placed a year ago, and have been held up owing to the recent financial flurry, but are now being ordered out. This means that construction work on new plants is being pushed toward completion, and we think that the prospect for a banner year for 1909 is very bright. Thanking you for your kindness in helping us by the persistent optimistic views as given each week in your paper through the doubtful period recently passed, we are, etc.

Compelled to Enlarge.

E. P. Auger, Son & Co., Corinth, Miss.:

We are glad to tell you that the last two weeks have given evidences of much improvement in this part of the South. In regard to our line of manufacturing, we are compelled to enlarge our facilities to manufacture both the machinery for concrete building material and the products made with them. We have received several orders and taken contracts to erect several concrete houses. We will report more definitely concerning these later. Yours for the upbuilding of all that is worthy, etc.

No Sudden Change.

Thos. H. Allen, general manager the Livermore Foundry & Machine Co., Memphis, Tenn.:

Business has been steadily improving now for several months. No great and sudden change for the better has taken place. It is a steady growth of confidence in all lines. We feel very confident of a return of prosperity.

Great Activity in Prospect.

Louis Paulero, president and general manager the Virginia Electric Tool & Manufacturing Co., Inc., Petersburg, Va.:

We are looking forward to doing a very large business during the coming year, and we are preparing ourselves accordingly. We are getting out an automatic hammer for application in the iron and steel industry for riveting, chipping and caulking, and for the stone industry for drilling plug

holes in the quarries, and a smaller size for carving and dressing stone of all descriptions. But instead of using compressed air for their motive power, as in the hammers now on the market, our hammers are driven entirely by electric power, and which are operated in every respect similar to the air hammers. We are pleased to state that we have received and are receiving daily many inquiries for our hammers from all sections of this country, and from the nature of these inquiries, especially those that we have received from the Southern territory, we believe that there will be a great activity and increase of business, especially in the stone industry, and we are preparing ourselves accordingly to fill large numbers of orders in the South during the early part of the coming year.

In Very Good Shape.

J. A. Pugh, treasurer Standard Slate Corporation, Norfolk, Va.:

The value of the location of the city of Norfolk is now being so rapidly recognized by transportation companies and larger interests generally that the growth of this particular city could hardly be taken as an index of general business in the South. Local business is in very good shape. Building permits are issued daily for structures of permanent character for every purpose, and even in this dull year good structures of all kinds are rapidly rented. This is due to the influx of population caused by the increased business of this port. Our outside trade connections extend through the Southern States generally. Our judgment is that business in our line has been better in the South than in the North during this year, and the outlook for building operations in 1909 is even better than usual. I think your letters of inquiry will develop a similarly optimistic view from all manufacturers throughout the South. Allow us to congratulate you on the good work you have done and are doing for Southern industries.

Feeling Considerably Improved.

E. W. Anderson, secretary Monroe Progressive League, Monroe, La.:

While there is no perceptible increased activity or increased trade in any direction, there are evidences of a more satisfied condition among the people generally. We believe that confidence in a measure has been restored so far as general trade conditions are concerned, which will eventually lead us up to what might be termed normal trade conditions, which are generally very good, indeed. Louisiana being largely a cotton-producing State, consequently many business enterprises have depended very largely upon such results of the soil. Recently the presence of the Mexican boll-weevil has very considerably disturbed the public mind as to the methods planting interests should best pursue. For a year or more this will cause more or less of unrest and unsettled conditions, at least until our farmers and planters generally fall upon plans which experience shall teach them are best for them to adopt. Barring this disturbance (which, by the way, is of no small moment), we think we can observe considerable improvement in feeling generally.

In Flourishing Condition.

E. A. Holmgren, secretary and treasurer Alamo Iron Works, Inc., San Antonio, Texas:

In reference to the local conditions as they have existed during the last 12 months, will state at no time has this section of the country felt it severely. Our crops have been good, building operations have never ceased, and as far as our own works are concerned, we did not find it necessary to lay off a single man, and as a whole we are pleased to state that our

business, which runs close on to \$300,000 a year, will not show a falling off of more than \$15,000. The election went just the way the writer wanted to see it, and we feel satisfied that next year, unless for some unforeseen accident, will be as good (or better) as any that we have passed through.

Return of Activity.

John B. Carrington, secretary the Business Men's Club, San Antonio, Texas:

There has been a steady return of business activity since early last spring, which has been very much accelerated in the past few weeks. San Antonio and Southwest Texas were never before in a more prosperous condition than today. The month of August, 1908, showed a 224 per cent. increase in building over the month of August, 1907. Two new hotels have been recently completed in this city. One new hotel to cost \$600,000 will be completed January 1; another hotel to cost \$1,000,000, work on which was begun in September, will be completed some time next summer.

The jobbing and retail trade are both very active, with steady increases reported. Real estate values were never affected by the panic, although real estate activity was temporarily checked. In the past few months the real estate market has resumed even greater activity, and prices have advanced. Many new land and colonizing undertakings have been launched with success this fall. A new railroad is being projected from San Antonio to the Rio Grande Valley. San Antonio is now raising \$125,000 bonus for the same. The intervening country has pledged about \$800,000, and the indications are that the road will be built. Some work is already being done on a short line of railway to run through a territory from about 70 miles south of this city to a point on the Southern Pacific near this city. Of the 141 manufacturing plants here, a recent tour of them found them all so busy that they were working their men overtime, generally until nearly midnight, to fill the orders. A manufacturers' association has been formed as an adjunct to this club, and they are arranging for a midwinter exhibit of products. Several new enterprises are figuring on entering this field. The farmers have had this year one of the most successful seasons in a number of years, owing to favorable weather and plenty of rainfall. Corn, cotton and the forage crops have been especially good, and the farmers are in a prosperous condition, which means, of course, that the whole country feels the effects of returning good times. We are promised more conservative laws by the Legislature to meet next winter, and a spirit of hopefulness and encouragement prevails all over Southwest Texas.

Cigars as an Index.

Clyde Glenn, secretary Tampa Publicity Club, Tampa, Fla.:

Taking it that we, while a small but very important part of the whole, are but little different (and that difference being in our favor) from the rich, productive and progressive South in its entirety, we presume to judge the general conditions by those that we see locally. When we say locally we mean Tampa and adjacent territory, comprising an area of 100 miles square of the best section of the State, which is commercially controlled by Tampa and her great commercial interests. The clear Havana cigar manufacturing interests, which are at the present time the largest and most important, is a reliable indicator of the general conditions of the entire country, as it is only when conditions are good and prospects bright, resulting in easy money, that the universal demand exists for high-grade and high-priced cigars. Our 177 factories producing clear Havana cigars are working to their utmost

limit seven days in the week in a vain endeavor to meet with the unprecedented demand for their products and immediate delivery. Our great lumber industries are showing marked activity. Mills that have been idle for months are working their full complements of help, and are still unable to produce finished material in sufficient quantities to satisfy the insistent and immediate demands. Our several transportation companies terminating here are spending millions of dollars in the development of their terminal facilities and water-front holdings in anticipation of the enormous volume of traffic that is clamoring for movement to the markets of the world. The Federal Government has under consideration the immediate expenditure of considerable additional moneys in the improvement of our harbor in recognition of the necessity of improved conditions for the handling of the great quantities of traffic produced in this section, which will be greatly augmented as soon as transportation facilities will justify the employment of capital needed for the development. Individual capitalists, recognizing the wonderful possibilities of the South as a whole and of Tampa in particular, are investing thousands of dollars in real estate, industries and enterprises. In our humble opinion, there has never been a time when the immediate future held so much that is good for the South.

Business Increasing.

W. N. Crellin, proprietor the Birmingham Boiler Works, Birmingham, Ala.:

Business shows a tendency in our district to increase, but the manufacturers are very much hampered to meet competing prices on account of not being able to get their finished product at Pittsburg prices in this district. All other business seems to be on the increase, as far as the writer can see.

Return to Prosperity.

Charles A. Hovey, sales agent the Automatic Refrigerating Co., Washington, D. C.:

Personally, I feel that there is a prospect for a return to increased activity in all lines of business, and with the return of prosperity there will be a greater demand for refrigerating machinery. I would say that the MANUFACTURERS' RECORD has been and is, in my opinion, a very important factor in developing the trade and resources of the South.

Coming Into One's Own.

Wm. B. Withers, president the Pensacola Realty Co., Pensacola, Fla.:

Returning prosperity is manifest in this section, not only by what is being done, but by the confidence that has been unloosed. There is a general resumption of activity. New enterprises are being started, new railroads projected. As for this city—well, a 10-story office building is going up on one corner and a half-million-dollar hotel will be started soon on another, already bought for the purpose. All business is growing steadily in volume. Mahogany logs from the west coast of Africa and nitrate of soda from Chili are the latest additions to our imports, and are moving to the interior by trainloads. Thousands of tons of cottonseed cake for Europe is a new export. Another railroad is assured in the near future. This port, owing to its unequalled depth of water and excellent wharf facilities, surpasses any on the Gulf for rapidity and cheapness in handling freight. Consequently, its business has held up well during the depression, and is steadily increasing in volume. The Louisville & Nashville Railroad is bringing trainloads of homeseekers to the fertile farm, fruit and tobacco lands of this section. Sawmills are starting up full time. Workingmen are employed. Builders are

active. Trade is lively. We are coming into our own.

Ending Inertia.

Ole K. Olsen, civil and mechanical engineer, New Orleans, La.:

While the Presidential election is a matter of too recent occurrence to which any improvement in trade conditions could be attributed, it has had the effect of ending a period of uncertainty and inertia following the financial panic and preceding a Presidential election. The indications point to a speedy resumption of normal business conditions, and as these conditions are quickly being established in the North, it must necessarily follow that the South will, in turn, renew its commercial activity. In my particular line of concrete reinforcement and concrete specialties there should be a steady increase in business from now on, because of the fact that many buildings under contemplation six months or a year ago were postponed, and these are now being taken up and will be completed, and the indications point to a period of renewed activity for 1909.

Raw Materials Rising.

Chas. J. Fegenbush, vice-president and general manager Kentucky Culvert Manufacturing Co., Inc., Buechel, Ky.:

From the writer's view, the tendency of nearly all raw materials is upward, and while manufactured articles have not advanced, as a rule, but to say the least are steady, and most of the mills and factories have either started or are contemplating doing so soon. There has been a material increase in the demand for stocks and bonds, and the market good. As to our own business, we have no complaint to make, as we have very greatly increased the output and sales of this year over last year.

Will Soon Be Normal.

J. Reed Curry, secretary and treasurer the Carolina Ice Machine Co., Charlotte, N. C.:

As you know, our company is new in business, and we have not, therefore, had an opportunity to compare present conditions with those of other times, and cannot say just how much better they are now than they have been. The business men with whom we have talked, and who are old residents, all seem very hopeful that conditions will soon be normal again, and predict prosperity for Charlotte and surrounding country. You may not know enough about this city to fully appreciate it, but it is a fact that those who are interested here all feel that it is the best section of the entire country, and that it cannot go very far wrong in any respect. I do believe it suffered very much less than other sections during the hard times, and therefore feel that its interests are conservatively and properly handled, and that it will recover as quickly its normal condition as any other part of the country. Regarding our own business, will say that we could not expect better results than we have obtained in the short time we have been in business, and the future looks very bright for us. There is a great demand for a small icemaking and refrigerating machine among the cotton-mill settlements, small towns, hospitals, boarding schools, hotels, meat markets, etc., and a great deal of interest is being manifested in our business by those who need small ice plants.

A Bright Picture.

R. W. Brooks, manager Virginia Metal Manufacturing Co., Portsmouth, Va.:

I gladly avail myself of the opportunity you extend of expressing a statement of facts now developing in this prosperous section of the South. There is a decidedly continuous increased activity in all lines of business. This section is now becoming a large manufacturing center, the Norfolk-Portsmouth deep-water harbor ranking

among the greatest in the world, and is continually drawing new enterprises with its great rail and water shipping facilities, several new ones now locating here, with contemplated ones in course of locating. Many of those now here were originally factories in operation elsewhere. The future would seem to indicate this as a great center of commerce and population, with the generations to come spreading from Hampton Roads on the north to the Atlantic Ocean on the east. Real estate in this entire area has enormously enhanced in values, that in and near the present center of population being on a solid base of prices several hundred per cent. over prices of a dozen years back, and all in all, the picture is a bright one.

Sawmills in Better Shape.

W. C. Trout, secretary Lufkin Foundry & Machine Co., Lufkin, Texas:

Would say that we have noticed a good, healthy increase in business since election, and now look forward to a good average business for 1909. For the last year we have been running with only about 30 days' work ahead of us, while at the present time we are beginning to see work for some months, and the sawmills, which we depend upon, are getting in better shape every day.

General Optimism.

Blake Smith, Mexia, Texas:

Conditions generally in this section seem to be greatly on the upgrade, and the people are generally very optimistic. Much activity in all lines is looked for, as plans along many lines are now under contemplation.

Better Feeling Prevails.

Wilson M. Hardy, secretary Manufacturers and Merchants' Association of Floyd county, Rome, Ga.:

North Georgia, of which Rome is the center, is one of the most important manufacturing centers in the South. Through the fifty-odd manufacturing concerns grouped around Rome I am able to judge with considerable accuracy the industrial feeling of America. I find that since the Presidential election a very appreciable better feeling prevails. Of course, this section is democratic, just as most other Southern sections. Notwithstanding this fact, the definite settlement of governmental policies for the next few years relieves the suspense and enables the manufacturers to turn their attention directly upon matters in hand. A number of manufacturing concerns report more inquiries and more definite orders, based upon previous inquiries. The general sentiment of the community shows absolute confidence in an early return of the conditions prevailing in 1906.

Ready to Greet Capital.

F. E. Ladd, Ladd Firebrick Works, Fort Payne, Ala.:

Since the election is over and the policy of the nation is settled for the next four years, will say, first, that the election went as the majority of the Southern people wished it to go, and Judge Taft would have swept the South had they known that their neighbors were of the same mind. The iron industry, which is the largest user of a high-grade firebrick, contemplates building additional furnaces and repairing idle works in the Birmingham district, which work alone will take the output of all the firebrick works in this section. We are glad to note great activity in all other lines throughout the South. Men of means are investing their money in this section again, since they have been assured that the section can't be ruined by men that ride into office, telling that he intends bettering the condition of the "poor farmer," the "downtrodden laborer," who was employed and prosperous until the politician made it unsafe for capital to invest. The

above conditions do not now prevail in the South, thanks to the wise Federal judge in Alabama and the people at the polls in Georgia. Labor and the masses in the South are willing and anxious to meet capital on even grounds and hail it as their friend. Your paper and the Atlanta Constitution has done more for the South than all other mediums combined.

Report Increased Sales.

R. B. Naylor, secretary Wheeling Board of Trade, Wheeling, W. Va.:

There has been in this city and State a distinct tendency toward improved business conditions since the election. Jobbers and manufacturers report increased sales, and they are confident that the coming year is going to be a good one in all lines. We are looking to the future with great expectations and are hopeful that 1909 will surpass 1907.

Normal by the Spring.

T. J. Clarke, secretary and treasurer Chickasaw Iron Works, Memphis, Tenn.:

We note slightly increased activity in our trade and there is a decidedly better feeling in this section. We do not expect very much improvement during the winter months, but business should gradually assume normal proportions in the spring.

A Slight Increase.

A. M. Smith, general manager Coal and Coke Railway Co., Elkins, W. Va.:

Business is showing a slight increase in November this year, compared with October this year and November last year.

Strength of the South.

Joseph S. Walker, president Electric Supply Co., Savannah, Ga.:

It is my opinion that the South is entering an era of unparalleled prosperity, due largely to the fact that the recent stringency proved to the world that the South was better prepared than any section of the country to withstand a severe panic. Now that the election is out of the way, and we are all, or at least the majority of business men and manufacturers are satisfied with the result, there will be a gradual resumption of industrial development. Reports from our various departments covering five Southern States show an increase of 25 per cent. in volume of business since November 1, and as we depend largely on industrial developments, this is a sign of increased activity. The staples of the South, if not already advanced, will do so at an early date, and the close scrutiny of credits will place us in a more solid condition than ever before in the history of our country.

Listing New Customers.

W. C. Adams, manager of sales Alabama Fuel and Iron Co., Birmingham, Ala.:

We are very glad to be able to say to you that we note a general improvement in the market. Among new customers recently listed are two brand new concerns, namely, Coosa River Spinning Co., Bon Air, Talledega county, Ala., who have only recently completed and commenced operation of a cotton mill, and the Samson Cotton Oil Gin & Fertilizer Co., who are just now commencing operations in a mill barely finished. In addition to these two new concerns, there seems to be a steadier tone to the market; steam coal consumers are getting back to a normal basis of buying, and are showing a disposition to pay a little more to get a better product rather than buy the cheapest coal that the market affords.

From North and West.

B. A. Berger, president B. A. Berger Manufacturing Company, Inc., Richmond, Virginia:

Our business from the South has not increased. However, we are receiving daily large orders from the North and Middle West.

NEW ORLEANS INTERESTS.

Developments Indicating Growth at the Crescent City.

[Special Correspondence Manufacturers' Record.]

Bureau of the MANUFACTURERS' RECORD,
1012 Maison Blanche,
New Orleans, La., November 21.

A cargo of 720 tons of Pocahontas coal has just been received at Morgan City, La., from Newport News by schooner. This is the first shipment of Pocahontas coal to be so carried, but the experiment is said to have been so successful that others are to follow regularly hereafter. It is declared that a scramble occurred among the sugar planters and sawmill men as soon as the shipment was proposed, and that a considerably greater quantity could have been sold. By loading the schooner with lumber for the return trip the mill men will be able to secure better rates for lumber, it is pointed out, and a better class of schooners will be attracted to the trade, as it is declared all the coal brought in can be sold readily. The cost of the coal f. o. b. Morgan City was \$5.20 a ton, the quality being selected Pocahontas. It cost \$4.60 at the mouth of the Atchafalaya Bay Ship Channel, 10 cents for channel dues and 50 cents for towage. The passage through the new channel was very successfully and easily made. The Atchafalaya Bay Ship Canal Co. was responsible for the experiment.

Out of the widespread and persistent agitation for improved conditions in the raising, handling and marketing of cotton there have come two suggestions for gigantic warehouses in New Orleans. One of these is an outgrowth of the Farmers' Union meeting here, and on the committee appointed to formulate plans are some of the leading cotton experts in every line, from the growing to the marketing. This committee, co-operating with officers of the New Orleans Cotton Exchange, are considering plans for not only a quasi-State enterprise, with a warehouse of an ultimate enormous capacity, but are also working to establish a standard warehouse classification of cotton, and to secure the adoption of other means to materially improve conditions of cotton handling and to greatly benefit New Orleans as a cotton market. In the plans for a warehouse a very ambitious scheme is under consideration—one that would call for the construction of buildings in keeping with the steel sheds put up by the New Orleans Dock Board, and which would run the cost up into the millions. It will be some time before the committee is ready to give out any definite statements, and it would probably be two or three years before the results of recommendations they might make could be brought to completion.

Meantime, private enterprise is at work on a scheme to construct a vast warehouse on the Memphis plan on a 400-acre tract on the river front below Chalmette at a cost of about \$1,750,000. It would have the same system of gravity transmission which characterizes the Memphis warehouse, and would be practically a duplication of the Memphis plant, with two or three times its capacity. It is proposed to concentrate the compressing and warehousing of cotton at this point, and J. E. Himes, the capitalist who owns the land involved, and who is acting as promoter of the enterprise, announces that the financing of the project has so far proceeded that success is assured, and that the warehouse will be completed in time for next year's crop. Features of low cost and convenience in handling cotton are claims made for the proposed warehouse, and the Memphis plant is cited as an illustration of the great financial success the undertaking should have here. The Selden-Breck Construction Co. of St. Louis built the Mem-

phis warehouse, and its confidence in it is shown in the fact that it is among its heaviest backers.

Regarding the plans, purposes and present activities of the newly-organized International Car Co., A. T. LeBaron, its vice-president and general manager, makes this statement:

"We have purchased 38 acres of land from the New Orleans Terminal Co., which is generally believed to be the most desirable tract of ground in or around this city for an enterprise of this nature.

"This land has been surveyed and six miles of track laid out thereon. Bids have been received, and contracts are about to be let for our buildings, which are as follows: Planing mill, 60x100 feet; blacksmith shop, 60x75 feet; machine shop, 60x60 feet; power-house, 60x100 feet; office building, 60x100 feet, and two open workshops, 80x600 feet. All of these will be steel structural work, and to be put up by the most reliable builders in this country. Bids are now being received on the necessary machinery for the equipment of a complete and thoroughly first-class up-to-date plant in every detail.

"Work has been virtually assured to us for all we can possibly do for the next two or three years to come. Our stock is nearly all sold, and nothing but success seems to be awaiting us in the future. Mr. C. A. Ralston of the firm of Ralston and LeBaron, has resigned his position as president of our company on account of his inability to give the business the attention which it will necessarily require in the immediate future, and W. H. Bofinger of New Orleans has been elected president in his stead. Mr. C. K. Barnes of Louisville, Ky., has been elected secretary, with headquarters at the general offices, 1029-1031 Maison Blanche Building."

Sophie Newcomb College is to have a new home. This famous New Orleans school for girls, a beneficiary with the Tulane University in a large endowment fund, will move to a tract comprising 14 city blocks, located adjoining Tulane University, opposite Audubon Park. The land deal has just been closed, involving an expenditure of about \$450,000. The authorities will not begin the preparation of plans for the new buildings until after a thorough discussion and examination of many other school buildings has taken place, so that it will be several months before the architects are called in to get up the plans. Roughly speaking, there will be 12 or 15 buildings constructed at a cost of from \$500,000 to \$750,000. It is certain that the advantages of reinforced concrete construction will be thoroughly considered, and the adoption of this style of building is not at all unlikely.

"Everything in the building trades lines promises to be exceedingly lively in the immediate future," declared Horace G. Drake, secretary of the Higgen Manufacturing Co. of Newport, Ky., who visited New Orleans this week on an extended trip through the country which has taken him all the way from Boston to New Orleans, and which has brought him in touch with most of the branch offices of his company. "I spent a few days in Boston, New York, Philadelphia, Baltimore, Richmond, Lynchburg, Atlanta and Birmingham," said Mr. Drake to me, "and everywhere I found the same conditions prevailing. Builders and architects are the men that I come most closely in contact with in my business relations, and almost without exception I was informed by them that jobs which had been held up during

the Presidential campaign were now to be gone ahead with in vigorous manner. Almost every architect I talked with spoke of some jobs of this kind which for various reasons had been temporarily held up, and informed me that now they had received orders to go ahead as rapidly as possible. From all the indications I encountered, it would not surprise me at all if every sort of manufacturer identified with the building trades lines were to find himself overwhelmed with orders by early spring."

ALBERT PHENIS.

BIG GEORGIA LUMBER PLANT.

The Extensive Properties of a Company at Macon.

[Special Cor. Manufacturers' Record.]

Macon, Ga., November 20.

The Massee & Felton Lumber Co. operates at Macon, Ga., one of the most thoroughly-equipped lumber plants in the South, if not in the United States. Its extent is indicated in the fact that the plant has a frontage of 2000 feet and covers 56 acres of land, 20 acres of which are used for the sash, door and blind factory and planing mill. This new factory is a model of modern construction. Every safeguard for its protection from fire has been used, the building being constructed of brick and concrete, the roof being also protected by a fireproof composition of felt and gravel. Furthermore, the plant is equipped with automatic sprinklers, with 15 yard hydrants. The water supply consists of two independent ponds holding over a million gallons each, which is utilized when necessary by the aid of a Standard Underwriters' fire pump at the rate of 1000 gallons per minute. These facilities are augmented by a 110,000-gallon tank on a 100-foot steel tower, with 10-inch mains running around the premises. Besides the protection obtained by this system, the company has the advantage of a very low rate of insurance. Six carloads of lumber are used each day in the manufacture of finished products, and recently 360,000 feet were used in one week. The products of the factory include sash, doors, blinds, moldings, window and door frames in the knock-down, shipments being made into every State east of the Mississippi River, especially to the States along the Eastern seaboard.

To supply the raw material from which the finished products are made the company operates two sawmills in South Georgia, in the long-leaf pine timber region. About 100,000 feet of lumber is made at these two mills per day, 50,000 feet at each mill. A specialty is made here of heavy dimension timber, railroad material, as stringers and trestle material, car sills and car siding.

In the near future the company expects to erect a band-saw mill to cover 35 acres of ground adjacent to the sash, door and blind factory. The cutting capacity of this new adjunct will be 50,000 feet per day, and it will be devoted to the manufacture of hardwood lumber, the company having recently acquired a very valuable hardwood stumpage, consisting of 200,000,000 feet, situated on the Ocmulgee River, a short distance below Macon. The hardwood in this tract consists of an excellent quality of oak, ash, hickory, maple, birch, cypress, tupelo and red gum. The accessibility of this tract of timber affords unexcelled facilities for the quick and successful handling of the material. It starts within six miles of Macon and extends down the Ocmulgee River about 30 miles. The course of the river is through the heart of the new acquisition, which is also tapped by the Southern Railway and the Georgia Southern & Florida Railway, running parallel to each other on opposite sides of the river.

The amount of timber in this one tract

is so great that a mill cutting 50,000 feet per day would be able to run 15 years before exhausting the supply. This tract is noteworthy not only for its size, but also on account of the excellent character of timber found there. It has been estimated that some of the red gum trees will cut as high as 8000 to 10,000 feet of lumber per tree, while some of the oak trees measure as much as 20 feet in circumference.

The operation of this hardwood tract will necessitate the addition of a veneering department to the numerous facilities already had, and attention will be turned to the manufacture of veneered doors as well as veneered lumber for the general market.

The company's holdings in pine timber aggregate about 100,000,000 feet. It is probable that yellow-pine doors and blinds were first introduced into Eastern Pennsylvania, Maryland and Delaware by this company, which now makes a specialty of solid car shipments of yellow-pine doors, sash and interior trim, moldings and frames in the knock-down, and is prepared to furnish cotton mills and warehouses schedules complete from top to bottom with the exception of brick.

The situation of the plant is very favorable to transportation facilities. The factory fronts on the main line of the Southern Railway, between Macon and Brunswick, and has ample connections with the best section of pine timber in Georgia and Florida through the Georgia Southern & Florida Railway. The company also controls exclusively about two miles of railroad track on its own premises, having seven different spur tracks alongside of the various buildings and lumber sheds, which enables it to handle lumber advantageously and with dispatch.

Dimension lumber is shipped direct from the mills to customers throughout every State east of the Mississippi, while the boards are shipped to the Macon factory, where they are manufactured into the finished product. Drykiln facilities have been provided to dry 60,000 feet of lumber per day.

The motto of this company, "from the tree to the trade," epitomizes the demand of twentieth century commerce which it is satisfying. Its goods are manufactured where the raw material is produced, and under most advantageous circumstances. The entire plant is so managed as to minimize economic waste. With the facilities which it has at hand, with an almost inexhaustible supply of excellent timber, and with a plant located where raw materials are most accessible, the Massee & Felton Lumber Co. is rapidly becoming one of the largest commercial enterprises in the South.

A. WILLIAM FIELD.

Not a House for Rent.

[Special Cor. Manufacturers' Record.]

Chickasha, Okla., November 20.

This city is in a condition that few cities of like size experience for any considerable length of time. "There is not a rent house to be had." This cry has been going up for three months or more in face of the fact that over 200 residences have been erected within the past eight months. This condition has brought one of Chickasha's largest rent-house owners and builders face to face with a situation which is somewhat perplexing. Some weeks since five houses standing on a block bought for grounds upon which to erect a \$90,000 high-school building were knocked off to J. R. Abercrombie, an agreement to the sale being that the purchaser move the houses off the property by December 1. Mr. Abercrombie at once gave notice that the houses must be vacated as soon as possible. The occupants went forth to find houses, and to this date not one of them has been able to secure a house in which to move.

C. ALLARD.

A Natural Gas Pipe Line.

[Special Cor. Manufacturers' Record.]
Bartlesville, Okla., November 20.

The Henry Oil Co., 1420 Marquette Building, Chicago, Ill., has contracted with the National Zinc Co. of Bartlesville to construct a 12-inch gas line to this city from the gas wells of the Henry company in the Hogshooter gas field of this county, 12 miles distant. The line will have a maximum daily capacity of 35,000,000 cubic feet, and will cost approximately \$100,000. The performance of contract obligations on the part of the Henry company is guaranteed to the National Zinc Co. by a \$200,000 bond. The Henry company is permitted to sell natural gas to other patrons, and has quoted the following prices per 1000 cubic feet delivered to plants in Bartlesville: 5,000,000 feet and over, 2½ cents; 3,000,000 to 5,000,000 feet per day, 2¾ cents; 1,000,000 to 3,000,000 feet per day, 3 cents; 500,000 to 1,000,000 feet per day, 3¼ cents; 300,000 to 500,000 feet per day, 3½ cents; 200,000 to 300,000 feet per day, 4 cents; 100,000 to 200,000 feet per day, 4½ cents; 50,000 to 100,000 feet per day, 5 cents; 25,000 to 50,000 feet per day, 6 cents. These rates are guaranteed for five years, after which time one-half cent per thousand cubic feet will be added during life of field. This gas line is in addition to the lines of the Bartlesville Gas Co., serving domestic consumers, and the lines of gas producers serving the other smelting plants and Portland cement plant. The opening of new gas territory to Bartlesville and the construction of a new railroad are expected to give considerable impetus to the growth of the city.

The "Turnerised" Roofing Plant.

Plans for another manufacturing enterprise for the Birmingham district are announced in a statement from the Turnerised Metal & Canvas Roofing Co., general offices and plant at Ada, Ohio. This company is incorporated with a capital stock of \$50,000, and has established Southern offices at 1021 Brown-Marx Building, Birmingham, Ala., and will build a plant at Bessemer. It has purchased site and erected small building, which is equipped for manufacturing water and fireproofing paint, and the company expects to begin the construction soon of a large building, where it will apply its patent system to new sheet metals for roofing purposes and install machinery for manufacturing the raw materials. One of the company's specialties is waterproofing all kinds of concrete work and saving all kinds of metal and so-called waterproof paper and composition roofs and preventing further corrosion of metals. P. W. Turner is president of the company, and it operates under his patents.

Wants to Locate Settlers.

J. B. Frix, president and treasurer the Frix Company, writes the MANUFACTURERS' RECORD that he desires to get in touch with some "individual who makes it a business of colonizing Southern lands, or who could be induced to take up a proposition of this kind," and adds:

"I own 2000 acres of land near Pinehurst, N. C. This land lies across the Aberdeen & Asheboro Railroad, and is adapted to fruit-growing and trucking of all kinds. I am anxious to get it settled up by small farmers, and will sell it at a reasonable price in small tracts on long time."

The Chamber of Commerce of Laurens, S. C., is circulating an attractive pamphlet giving information about the city upon the occasion of the meeting there of the annual conference of the Methodist Episcopal Church, South.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

ATLANTIC COAST LINE.

Good Showing, Considering Business Depression—Decrease From Reduced Fares.

The annual report of the Atlantic Coast Line Railroad, covering the fiscal year ended June 30, 1908, is published. The company operated during the year an average of 4365 miles of line, the total miles operated on June 30 being 4406 miles. The income account shows operating revenues \$26,029,052, decrease as compared with the next preceding year \$742,476; operating expenses and taxes \$20,043,794, decrease \$398,232; net operating revenues, less taxes, \$5,985,257, decrease \$344,243; gross income \$9,131,634, increase \$128,705. After paying interest and rentals, amounting to \$6,222,066 (an increase of \$350,878), and miscellaneous payments, there was left a net income of \$2,781,147, a decrease of \$3,336,807. The additional income over operating revenues going to make up the gross income included \$132,499 for rent of tracks, \$32,266 increase of interest upon current accounts and \$306,675 increased income from investments, the track rental previous to this year having been included in miscellaneous operating earnings. The ratio of operating expenses and taxes to operating revenues was 77.01 per cent., as compared with 76.36 per cent. for the previous year.

In the freight business of the company there was a decrease of four-tenths of 1 per cent. in the freight tonnage from which revenue was received. There was also a decrease of 3.87 per cent. in the tons carried one mile, a decrease of 7.91 per cent. in the mileage of revenue freight trains, but an increase of 3.78 per cent. in the tons per freight train mile. The passenger business of the company showed an increase of 12.65 per cent. in the number of passengers carried, 10.25 per cent. in the number carried one mile, 2.22 per cent. in the mileage of revenue passenger trains and 8.82 per cent. in the passengers per train mile, these gains being in large part due to the Jamestown Exposition.

The company paid a dividend of 5 per cent. to the preferred stockholders, and one of 5½ per cent. to the common stockholders. The semi-annual dividend declared in January on the common stock was at the rate of 3 per cent., but was paid in Atlantic Coast Line 4 per cent. certificates of indebtedness.

There were 154 industries, consisting of factories, mills, etc., located on the lines of the company during the year. Through the efforts of the agricultural and immigration departments of the company 667 settlers were also located, and they engaged in agricultural pursuits. This figure covers heads of families only. Besides this number, a large number of settlers were located on the lines by private organizations and individuals.

Concerning the experiment of reduced passenger rates, including two cents per mile interchange mileage tickets, which went into effect on April 1, 1908, the company submits figures to show an average of \$50,000 per month decrease, including September, as compared with last year, this being estimated after allowing for the extra business occasioned by the Jamestown Exposition in 1907. The report says that the experiment is proving very costly.

Among the improvements of the year the company laid about six miles of additional industrial tracks, and over 99 miles of side and yard tracks. It also relaid over 9 per cent. of its main line and branch track

with heavier rails. This included 157 miles with 85-pound rail and 121 miles with 70-pound rail. The track was otherwise well kept up, an average of 473 ties per mile being put in, as compared with 400 ties per mile the previous year. The equipment was also well maintained. The company spent for new main line branches and double track, \$721,399; for freight yards and terminals, \$365,323; shops and machinery, \$275,735; passenger stations, other buildings and fixtures, \$207,684; increased weight of rail, \$265,135; sidings and spurs, \$110,944; equipment, \$3,069,713.

The equipment of the company consists of 672 locomotives, 606 passenger train cars, 24,668 freight train cars and 600 work train cars.

New Equipment, Rails, Etc.

The Pennsylvania Railroad Co., according to a report from Pittsburg, will buy large quantities of rolling stock and rails within the next three months.

The Louisville & Nashville Railroad is reported in the market for over 60,000 tons of steel rail.

The St. Louis Southwestern Railway has, it is reported, ordered 31 locomotives from the Baldwin Works.

The Norfolk & Western Railway, according to a press report, contemplates the purchase of 25 or more locomotives for heavy service.

The San Antonio & Aransas Pass Railroad is reported to have placed its order for 500 box cars and 200 stock cars with the American Car & Foundry Co.

The Huntsville Railway, Light & Power Co. at Huntsville, Ala., is reported to have ordered new equipment.

The Georgia & Florida Railway, it is reported, has authorized the purchase of more freight cars.

The St. Louis & San Francisco Railroad is reported to have ordered 500,000 tie plates and 25 tons of angle bars, the tie plates being purchased from the Railroad Supply Co. of Chicago.

The Missouri, Kansas & Texas Railway has, it is reported, ordered 16 10-wheel passenger locomotives from the American Locomotive Co. and 29 passenger cars from the American Car & Foundry Co.

The Missouri Pacific Railway is reported to be in the market for five steel underframe postal cars 60 feet long.

The Birmingham Southern Railroad is reported to have ordered two switching engines from the American Locomotive Co., to be built at the Brooks Works.

The Missouri, Oklahoma & Gulf Railway, it is reported, has ordered a locomotive from the Baldwin Works.

Extension to Pass Christian.

The Gulfport & Mississippi Coast Traction Co. has been granted a franchise in Pass Christian, Miss., according to a report from there, and Capt. J. T. Jones of Gulfport, who is president of the company, is quoted as saying that it is proposed to build the extension to Pass Christian and to establish an electric light and power plant there. This will cost altogether about \$200,000, and will carry out the original plan of the company. The railroad will reach the Mexican Gulf Hotel and the Louisville & Nashville Railroad depot.

The ordinance granting a franchise provides that the electric-light system will be in operation within three months, and that the electric railway must be built within a year.

Burgrahaw Interurban Company.

An official letter to the MANUFACTURERS' RECORD says that the Burgrahaw Interurban Company, recently incorporated in North Carolina with \$500,000 capital,

will take over the rights, franchises, etc., of the Burgrahaw Traction Co., and will build and equip an electric interurban railway to connect the towns of Burlington, Graham and Haw River, N. C. The road will be about eight miles long. Active work of construction will begin about January 1, and the engineers are now on the ground. J. W. Murray, who is president of the Piedmont Trust Co. of Burlington, will be president of the railroad, and J. H. Harden will be secretary.

This railroad is to run through a tract of 278 acres of land between Burlington and Graham, which was purchased by the North State Realty Co. The tract has been laid out with streets and avenues and subdivided into lots. The streets are to be graded, the property beautified and extensive developments made.

Wants to Complete a Line.

The MANUFACTURERS' RECORD is informed that the Texas Short Line Railroad system is ready to start construction on its line, and has to begin with 17 miles graded; also, that it is desired to grade eight miles more to complete a line of 25 miles and a sufficient quantity of rails (relayers), 65 or 70 pounds to the yard, are desired. The company also wishes to contract with some reliable contractor to take the entire job and furnish material for tracks, bridges, fences and all buildings. Further information may be obtained by addressing John D. Harkman, attorney for the company, 2124 West Commerce street, care of substation A, San Antonio, Texas.

Tampa Terminals Completed.

W. B. Denham, general manager of the Tampa Northern Railroad, Tampa, Fla., is reported as saying that the terminal facilities at Hookers Point are completed and ready for use. The docks are 1050 feet long, and will accommodate three steamships simultaneously. There is from 20 to 23 feet of water at the docks. The warehouse is 120 feet long, and in addition to that about 30 feet additional of the pier is under cover. Some lumber is already stored at Hookers Point awaiting shipment, and it is expected that the Brunswick steamers will begin their Tampa service about December 1.

Valdosta to Moultrie.

According to a report from Valdosta, Ga., application will be made to charter the Valdosta, Moultrie & Western Railroad Co. to build a line about 40 miles long connecting the two points named and running through Lowndes, Brooks and Colquitt counties, about 40 miles; capital \$100,000. The incorporators are Frank Roberts, W. B. Conoley, John T. Roberts, W. L. Roberts, A. L. Davis, W. E. Davis, A. F. Langford, D. Ingram and J. L. Giddens of Valdosta, and W. P. Roberts of Jacksonville, Fla. It is expected that work will begin within 60 days.

Would Sell Track and Equipment.

A letter to the MANUFACTURERS' RECORD says that the Kentucky Northern Railroad, a standard-gauge line eight miles long, running from a connection with the Louisville & Atlantic Railway to Simcoe, Ky., will probably be abandoned within the next month or two, and that the equipment and rails are for sale. G. A. Roy of Nicholasville, Ky., is general manager and purchasing agent. Theodore D. Buhl of Detroit, Mich., is president, and C. Currie, also of Detroit, is vice-president.

A Lumber Railroad.

President J. N. Shearouse of the Shearwood Lumber Co., Shearwood, Ga., writes the MANUFACTURERS' RECORD that the company's railroad will be known as the

Shearwood Railroad, and the distance between Brooklet and Groveland is 17 miles. It will be owned by the lumber company, and is being built in connection with its lumber interests. There is no date set for its completion, but it is expected to extend as needs require.

Useful to Shippers.

"Aids to Shippers" is the title of a book published by Oelrichs & Co., forwarding department, 5 Greenwich street, New York, who announce that a copy of the publication may be had free of charge upon application to them. It is said to contain information valuable to traffic managers and others.

MINING

The Franco-American Company.

The Franco-American Consolidated Phosphate Co. has organized with Wm. G. Daugherty, president; Benton McMillan, vice-president; Wm. Oscar Roome, secretary, and Kerner F. Brown, treasurer; executive offices, 603 Keyser Building, Calvert and German streets, Baltimore, Md. This \$7,500,000 company's plans for extensive developments in the Tennessee phosphate fields were stated last week in a special dispatch from Columbia, Tenn., to the MANUFACTURERS' RECORD.

The Courtney Company.

Articles of incorporation have been granted to the Courtney Company of Charleston, W. Va., its capital stock being \$1,000,000 and its purpose being to mine coal, manufacture coke, drill for gas and oil, cut timber, manufacture lumber, etc. The incorporators are Messrs. Geo. E. Price, Harrison B. Smith, R. S. Spilman, Buckner Clay and Park Flournoy.

Mining Notes.

Coal shipments from mines on the Norfolk & Western Railway in the Pocahontas, Tug River, Thacker, Kenova and Clinch Valley fields for the month of October aggregated 1,096,604 tons.

The Marsh Fork Fuel Co. of Charleston, W. Va., has incorporated with an authorized capital stock of \$500,000. Among its incorporators are E. T. Crawford, J. E. Crawford, W. L. Ashley, J. H. Balle and J. D. Woodroe, all of Charleston.

The Harrison County (W. Va.) Coal Co. has been incorporated with a capital stock of \$75,000 by George C. Johnson, Edwin B. Reeser and R. M. Shidester, all of Pittsburg; J. A. Meredith of Fairmont, W. Va., and George S. Price of Brandonville, W. Va.

To Establish Fertilizer Plant.

The Dixie Guano Co. of Greensboro, N. C., recently mentioned as being promoted by H. D. Blake, will probably be organized with E. Sternberger, president, and F. C. Boyles, treasurer. It is stated that the company will be capitalized at \$100,000, but only \$50,000 of the stock will be sold at present. A site for the erection of a plant is being considered, and it is said to be the intention of the company to have the plant equipped for operation by February of next year.

Phosphate Mining.

The South Florida Phosphate Co., 43 Exchange Place, New York, informs the MANUFACTURERS' RECORD that it will install a phosphate mining plant of 250 tons daily capacity at Bartow, Fla. There will be a drying plant, washing plant, storing bin and other buildings, all of which will be of mill construction. The company has not yet selected its architect or engineer, nor determined the date for opening proposals for machinery. Its officers include Messrs. Thomas G. Gaylord, president, and Charles W. Wolcott, treasurer.

TEXTILES

The Jewel Cotton Mill.

The Jewel Cotton Mill of Charlotte, N. C., has received plans and specifications from Stuart W. Cramer of Charlotte for the erection of its proposed building, which will be one story high, 75x308 feet, with picker and opening-room tower. This structure will be equipped with 6000 spindles and accompanying machinery, electric-light and power apparatus, steam-heating plant, humidifiers, sprinklers for fire protection, pumps, ventilators, etc. Bids are invited for the construction of the building and for furnishing and installing the machinery mentioned. Recently the MANUFACTURERS' RECORD reported the organization of this company and its plan for building a mill to manufacture fine combed yarns, 60s to 100s, from long-staple cotton. T. J. Lillard, Room 6 Four Cs Building, is treasurer, and should be addressed.

The Cherokee Mills.

Some time ago the MANUFACTURERS' RECORD announced the organization of the Cherokee Mills of Griffin, Ga., for building a 10,000-spindle and 300-loom plant to manufacture cotton blankets and towels. The company now has its main building nearly completed, and is contracting for the machinery, which will cost about \$175,000. Its main structure is two stories high, 125x350 feet, and a one-story addition is for the engine and boiler-room. A steam plant of 600 horse-power will drive the textile equipment. Manufacturing will probably begin by March. J. J. Mangham is the company's president.

To Install the Electrical Drive.

It is announced that Leroy Springs, president of the Lancaster Cotton Mills, Lancaster, S. C.; the Eureka Cotton Mills and the Springstein Mills of Chester, S. C., has decided to install the electrical drive in those three plants. About 2500 horse-power will be required for the first named and 750 horse-power for each of the other two plants. The Lancaster mill has 74,184 spindles and 1578 looms, manufacturing sheetings and yarns; the Eureka mill, 14,748 spindles, manufacturing yarns, and the Springstein mills, 14,112 spindles and 992 looms, manufacturing gingham.

The A. Cameron Cotton Mill.

A. Cameron of Vass, N. C., will build a cotton mill, as heretofore reported by the MANUFACTURERS' RECORD. He is now erecting the main building, 78x228 feet, with engine-room 20x54 feet, boiler-room 30x40 feet and cotton warehouse 42x101 feet. Nos. 20 to 30 cotton yarn will be manufactured, and probably 5000 spindles will be installed. Mr. Cameron is financing the enterprise, and T. B. Creel of Aberdeen, N. C., has undertaken the construction work. They will incorporate and organize a company later.

A \$250,000 Mill Company.

Messrs. E. W. Sturdivant and N. K. Biting of Summerville, Ga.; Robert Walker and Z. T. McKinney of Greenville, S. C., are interested in organizing the company recently mentioned as proposed for building a mill at Summerville. The capital stock will be \$250,000, and the mill will be equipped with 10,000 spindles and accompanying machinery. Capitalists have offered to furnish half of the capital, provided Summerville investors subscribe the other half.

To Manufacture Silk Ribbons.

Messrs. Charles W. Cramer of the Hagerstown Silk Co. and Victor M. Cramer of Hagerstown, Md., will build the silk mill reported last week. They have

awarded contract to C. W. Lloyd of Hagerstown for the erection of the mill building, which will be a two-story brick structure 120 feet long by 36 feet wide, costing \$5000. Machinery will be installed for the manufacture of silk ribbons, and operations are expected to begin by March 1.

The Gavin Manufacturing Company.

The Gavin Manufacturing Company of Augusta, Ga., has organized with J. Inman Davis, president, and J. J. Tyler, vice-president. This company was reported incorporated some weeks ago and is to install 20 hosiery-knitting machines and a finishing plant. It is capitalized at \$10,000, with privilege of increasing to \$50,000.

The Burlington Dye Works.

The Burlington (N. C.) Dye Works has completed the installation of an equipment of machinery for dyeing and finishing 150 dozen pairs of hose daily. This company was reported organized some weeks ago. It buys its hosiery in the gray and converts it into finished product. B. L. Boland is manager.

Consolidated Cotton Duck Co.

The Consolidated Cotton Duck Co., Continental Trust Building, Baltimore, Md., will re-equip and operate its mill at Phoenix, but will not decide on number of spindles and looms until the chief engineer has reported. It is rumored that 6000 spindles and 100 looms will be installed.

The Century Knitting Mill.

The Century Knitting Mill of South Boston, Va., has been incorporated with a capital stock of \$5000, and privilege of increasing to \$20,000. Its officers are F. A. Lukin, president; R. S. Barbour, vice-president, and J. W. Easley, secretary-treasurer.

Hosiery Mills for Bristol.

The Jonesville (S. C.) Manufacturing Co. will establish a hosiery mill at Bristol, Tenn. It has secured a building and will install 30 knitting machines, accompanying equipment, dyeing plant, etc., for a daily production of 250 dozen pairs of hosiery.

To Enlarge Hosiery Mill.

The Topsy Hosiery Mills of Columbus, Ga., will build a 50-foot addition and install machinery to increase capacity one-third. This company is now operating 170 knitting machines, producing hosiery that is dyed and finished at the mill.

Textile Notes.

T. W. Boyle of Greeleyville, S. C., will possibly soon arrange to organize a cotton-mill company.

Thomas Jones of Kernersville, N. C., is reported as proposing to establish a knitting mill at Cameron, N. C.

Robert L. Steele of Statesville, N. C., is reported as proposing to build a cotton-goods bleachery at Sanford, N. C.

J. P. Ewing of Fayetteville, N. C., will establish a mill for the manufacture of knit goods. He is now erecting a suitable building.

The Jonesboro (Tenn.) Yarn Mills will resume manufacturing by December 1. This company will operate 3120 spinning spindles, producing 2100 pounds of single or twisted yarns daily.

Fred H. White of Charlotte, N. C., is negotiating with the Factory Club of Fort Worth, Texas, relative to the establishment of a blue denim mill in the latter city. The organization of a \$250,000 company is contemplated.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Georgia-Florida Sawmills.

At a meeting of the Georgia-Florida Sawmill Association at Tifton, Ga., last week members of the association reported a quiet condition in the lumber industry. Reports relative to dressed stock on hand indicate that a large number of mills have their yards practically clean. Many mills were reported as having orders sufficient to keep them running until the beginning of next year, and were declining to book new orders. A committee, consisting of H. H. Tift of Tifton, W. B. Stillwell and W. R. Whitehead of Savannah, A. G. Cummer of Jacksonville and J. L. Phillips of Thomasville, was appointed to confer with the ways and means committee of Congress in Washington regarding the proposed reduction of the tariff on lumber. The next meeting of the association will be held at Jacksonville on January 5, 1909.

The Columbia Lumber Co.

The Columbia Lumber Co. will establish its offices at 923 Maison Blanche, New Orleans, La., for a general lumber enterprise—cypress, yellow pine, hardwood and logs. Its president is J. R. Downman, for many years identified with the R. H. Downman interests. B. F. Schreiber, secretary-treasurer, was formerly with the Camp & Hinton Company, the Salmen Brick & Lumber Co. and the Mexican Central Railroad; also was a United States inspector of the Panama Realty Co. Messrs. Downman and Schreiber and R. H. Downman are the directors. Both domestic and export demands will be given attention. The company is capitalized at \$100,000.

Wants Strong Boxing Material.

The Pickering Governor Co., Portland, Conn., writes the MANUFACTURERS' RECORD: "We are looking for a strong boxing material and something cheaper than white pine and lighter in weight than yellow pine, and would like to be put in communication with manufacturers of such material. Our stock is usually required in 10 and 12-inch widths, planed one side, and from three-quarters to seven-eighths-inch in thickness, depending on the strength of the material."

Wants Wheelbarrow Materials.

The Jackson Manufacturing Co. of Harrisburg, Pa., is in the market for a carload of handles, legs and crosspieces for wood-frame wheelbarrows.

Wants Carloads of Box Shooks.

The Woodstock Hardwood & Spool Manufacturing Co., Charleston, S. C., is in the market to purchase during the next 12 months 225 carloads of box shooks made principally of gum and pine.

Lumber Notes.

Building operations in the District of Columbia for October represent a valuation of \$1,010,836.

Five carloads of large walnut logs for export to Germany were shipped last week by E. N. Forsythe of Maysville, Ky.

The Macon County Land Co. of Franklin, N. C., has been incorporated with a capital stock of \$100,000 by Lee Crawford and associates for the purpose of operating lumber mills and wood-pulp plants.

The Chamber of Commerce of Roanoke, Va., Mr. E. B. Jacobs, secretary, has issued a folder urging co-operation on the part of every resident of the city in its material development.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seems to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECT

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Beaufort, N. C.—Bids have been opened for construction of steel draw-span highway bridge, with pile and concrete foundations, on Core Creek, near Beaufort, in connection with inland waterway from Pamlico Sound; structure will be about 210 feet long; bids were received on excavation, embankment, cement, concrete, iron and steel, timber and piling; Crafts & Smith are lowest bidders at \$20,705; Captain Brown is engineer in charge.

Christoval, Texas.—Tom Green County Commissioners, San Angelo, Texas, will, it is reported, soon award contract for construction of concrete causeway at Christoval, across South Concho River.

Edenton, N. C.—J. E. Greiner, consulting engineer, Baltimore & Ohio Railroad and other lines, B. & O. Bldg., Baltimore, Md., has been appointed consulting engineer for design and construction of bridge across Albemarle Sound for Norfolk & Southern Railroad, Thomas Fitzgerald, Norfolk, Va., receiver and general manager; structure will connect Skinner's Point with Mackey's Ferry, N. C., and will be about five miles long; estimated cost \$1,000,000. (Recently mentioned.)

Fort Smith, Ark.—Sebastian and Crawford counties are considering construction of free bridge across Arkansas River, to connect with Van Buren, Ark.; W. A. Falconer of Fort Smith is chairman of committee.

Greenville, S. C.—Street Committee of City Council approved plans for concrete bridge to be erected over Reedy River by city and Greenville Traction Co.; cost not to exceed \$55,000. (Mentioned in October.)

Greenwood, Miss.—LeFlore County Supervisors will award contract December 7 for making opening 150 feet long in levee recently built, and for building pile bridge across the opening; C. W. Crockett, clerk. (See "Bridge Construction" in "Machinery," etc., Wanted.)

Kansas City, Mo.—Blodgett Construction Co. of Kansas City has contract to construct viaduct over tracks of Kansas City Belt Line from 20th to 23d streets; structure will be 1320 feet long, 60 feet wide, exclusive of eight-

foot sidewalks on each side; estimated cost \$133,200. (Recently mentioned.)

Marlanna, Ark.—Vincennes Bridge Co., Vincennes, Ind., has contract at \$10,879 for construction of steel highway bridge across L'Anguille River; to be 450 feet long; H. N. Pharr, consulting engineer, 216 Randolph Bldg., Memphis, Tenn. (Recently mentioned.)

New Orleans, La.—Commissioners New Orleans City Park Improvement Association, Paul Capdeville, president, authorized executive committee to advertise for bids for proposed bridge to be constructed across Bayou St. John from Esplanade avenue to City Park entrance; structure to be of iron or steel and used exclusively for pedestrians and vehicles; C. Dittmann, A. Glaudot, Jr., and others appointed committee.

Prescott, Ark.—Memphis, Paris & Gulf Railroad, C. C. Henderson, Nashville, Ark., general manager, awarded contract to Kansas City Bridge Co., Kansas City, Mo., for construction of bridge across Little Missouri River.

Spartanburg, S. C.—Spartanburg county will construct steel or wood bridge over South Tiger River; bids to be opened December 3; S. M. Bagwell, clerk; W. Frank West, Supervisor. (See "Machinery Wanted.")

Washington, Ark.—Hempstead county will, it is reported, construct five steel bridges during 1909. Address county Commissioners.

West Point, Ky.—Hardin County Fiscal Court, Elizabethtown, Ky., appropriated \$8000 for construction of wagon bridge across Salt River at West Point; Jefferson County Fiscal Court and Louisville Street Railway Co. will also make appropriations, and work will begin next spring; estimated cost, \$25,000; Cyrus Viers, County Judge of Hardin county. (Recently mentioned.)

CANNING AND PACKING PLANTS

Delhi, La.—Delhi Canning Co., Geo. Michener, president, recently reported organized, will occupy leased buildings; machinery purchased; capacity of plant, 12,000 cans fruits and vegetables in 12 hours.

Medina, Tenn.—Medina Farmers' Union Gin Co. contemplates establishment of cannery; W. T. Lewis, manager. (See "Machinery Wanted.")

Pensacola, Fla.—Armour & Co., main offices, Chicago, Ill., will, it is reported, establish \$15,000 cold-storage plant in Pensacola.

CLAYWORKING PLANTS

Alvin, Texas.—Alvin Brick Co. incorporated with \$50,000 capital stock by Fred C. Fabst, Charles Cutler May and Edward B. Hill.

East Bernstadt, Ky.—Brick, Tiling, etc.—Geo. W. Settle contemplates development of clay lands suitable for manufacture of brick, tiling, pottery, etc.; lands at Slate Lick, Ky., and elsewhere.

Gadsden, Ala.—Pottery.—Cook Bros. Pottery Co., Sterretts, Ala., proposes establishment of plant in Gadsden.

Rockmart, Ga.—Pressed Bricks.—Rockmart Brick & Slate Co. incorporated with \$125,000 capital stock by S. A. Duncan, J. A. Scott and J. E. Brown, all of Atlanta, Ga., to manufacture plain and pressed brick and mine for slate, etc.

COAL MINES AND COKE OVENS

Banner, Va.—Barrowman Coal Corporation incorporated with \$10,000 capital stock; James Barrowman, president; R. P. Bruce, vice-president; W. H. Bond, secretary; all of Wise, Va.

Charleston, W. Va.—The Courtney Company incorporated with \$1,000,000 capital stock by George E. Price, R. S. Spilman, H. B. Smith and others.

Charleston, W. Va.—Marsh Fork Fuel Co. incorporated with \$500,000 capital stock by E. T. Crawford, J. E. Crawford, W. L. Ashley, J. H. Ballee and J. D. Woodroe.

Harrison County, W. Va.—Harrison County Coal Co. incorporated with \$75,000 capital stock by George C. Johnson, Edwin B. Reeser, both of Pittsburgh, Pa.; J. A. Meredith, Fairmont, W. Va., and others.

Louisville, Ky.—Kentucky Coke Co. incorporated with \$50,000 capital stock by Oscar Ogden, Walter Ogden and Claude Ogden.

Lumberport, W. Va.—Robert Emery, Charles-

ton, W. Va.; Edward Emery, Pittsburgh, Pa.; J. W. McClaren, J. A. DeMuth and W. D. McGinnis, all of Connellsville, Pa., purchased for development 64 acres of coal land near Lumberport; purchase price, \$34,500.

Philippi, W. Va.—A. H. Humphrey, Jr., is in charge of opening coal mines near Philippi; expects to erect about 200 houses.

Pineville, Ky.—Pineville Coal Exchange incorporated with \$15,000 capital stock by Daniel Scanlon, G. T. Rider and W. O. Bender, all of Scanlon Coal Co., Louisville, Ky.

Rockcastle County, Ky.—R. F. Peters, Somerset, Ky., has, it is reported, leased and will develop coal lands in Rockcastle county.

Wiborg (not a postoffice), Ky.—Cogan Creek Coal Co. incorporated with \$25,000 capital stock; has purchased and will operate steam and domestic coal mines at Wiborg; present output of 150 tons daily will be increased to 500 tons; no buildings, except miners' dwellings, will be erected. E. M. Jones is president and manager; C. H. Mills, secretary-treasurer; general offices, 1125 James Building, Chattanooga, Tenn.

Winfield, W. Va.—Big Hurricane Coal Co. incorporated with \$50,000 capital stock by J. H. A. B. and G. H. Cobb, all of Winfield; A. J. and V. A. Aylor, both of Charleston, W. Va.

CONCRETE AND CEMENT PLANTS

New Orleans, La.—Marengo Portland Cement Co. incorporated with \$1,875,000 capital stock; D. F. Clark, president; J. W. Martin, vice-president and treasurer; James Bradshaw, secretary; R. W. Frazier, general manager.

St. Louis, Mo.—Union Sand & Material Co. of St. Louis has taken over Kansas City Portland Cement Co., Kansas City, Mo.; former company will on January 21 consider an increase in capital stock of \$3,000,000 to \$3,400,000 and issuance of \$350,000 or \$400,000 worth of bonds; \$200,000 of increased stock for purchase of Kansas City plant.

COTTON COMPRESSES AND GINS

Enloe, Texas.—Coleman & Smith, Kaufman, Texas, will rebuild cotton gin recently reported burned; will erect building 20x100 feet, frame, with iron cover and siding, to cost \$1500; will purchase and install machinery to cost \$8000; capacity, 50 bales daily.

Grandfield, Ark.—Gibson Bros. will establish cotton gin; building secured.

Indianola, Miss.—Indianola Compress & Storage Co., A. B. Smith, president, will probably rebuild plant for next season; A. C. Pitta, manager. (Plant recently reported burned.)

ELECTRIC-LIGHT AND POWER PLANTS

Gadsden, Ala.—Alabama Power Co., recently reported incorporated by W. P. Lay and others, will establish electric plant and develop water-power of Coosa River to furnish electricity for lighting and other purposes to Gadsden, Anniston, Birmingham, Bessemer and other cities. It is reported plans and specifications have been filed with Secretary of State and that as soon as they are approved construction will begin.

Hot Springs, Va.—Mrs. O. H. P. Belmont will install electric-light plant and construct roads at Belmont Park, new suburb, comprising about 250 acres; J. T. McAllister, local representative.

Lewisburg, Tenn.—Lewisburg Light & Power Co., recently noted to purchase and improve municipal electric plant, has closed contracts for equipment; will operate 150-kilowatt plant; S. T. Hardison, president; T. E. Arthur, vice-president; J. B. Hardison, secretary and treasurer.

Millville, W. Va.—Winchester & Washington City Railway Co. has applied to Jefferson County Court for franchise to extend its electric system from Millville to Baker, W. Va., where electric power from its Millville plant will be utilized in stone quarries.

Monett, Mo.—Monett Electric Light, Power & Ice Co. will expend about \$7000 for improvements to plant, in order to furnish day service; C. W. Copeland is superintendent.

Pass Christian, Miss.—City Council will consider granting franchise for furnishing city with electric lights. Address The Mayor.

Rome, Ga.—City is not considering con-

struction of electric-light plant, recently reported. Address The Mayor.

Russellville, Ark.—Russellville Light & Water Co. has elected A. Brewster president, C. S. Bason vice-president and Garland Brewster secretary-treasurer. As recently mentioned, this company is a reorganization of Russellville Ozark Mountain Light & Traction Co., and plans to construct light and water plant to cost \$100,000, which will be operated by water-power from Illinois River, about four miles distant. It is stated contract for construction of dam across Illinois River has been awarded; capital stock is \$100,000.

St. Augustine, Fla.—City invites bids until December 2 for lighting streets and public buildings by gas or electricity, or partly by each, for one year, beginning January 1, 1909; John M. G. Carrera, City Clerk. (See "Lighting" in "Machinery," etc., Wanted.)

Thomaston, Ga.—City will double capacity of present electric-light plant; estimated cost of buildings and machinery is \$8000; ordinary construction; will vote December 14 on bond issue of \$10,000; W. C. Hartman, superintendent, is engineer in charge; F. D. Riviere, chairman Electric-Light Commission. (Recently mentioned.)

Thomasville, N. C.—Thomasville Light & Power Co., J. W. Lambreth, president, recently noted to have reorganized and increased capital stock to \$20,000, will continue operation of plant.

University, Ala.—University of Alabama, John W. Abercrombie, president, awarded following contracts in connection with power plant, steam-heating system, laboratory equipment, etc.: Concentration plant for mining laboratory, American Concentrator Co., Joplin, Mo.; physical testing laboratory machinery, Tinius Olsen Company, Philadelphia, Pa., and Purdue University, one impact machine; 150-horse-power Corliss engine and 100-kilowatt generator, Allis-Chalmers Company, Atlanta, Ga.; 30-kilowatt generator, Wesco Supply Co., Birmingham, Ala.; 150-horse-power Walsh & Weldener boiler, C. W. Hill & Co., Birmingham, Ala.; 150-horse-power Erie City boiler and Jones underfeed stoker, T. B. Whitted & Co., Charlotte, N. C.; Burke stoker, C. W. Hill & Co., Birmingham, Ala.; feed-water heater, E. G. T. Colles & Co., 20 South Canal St., Chicago, Ill.; 70-gallon triplex pump, Rumsey & Co., Seneca Falls, N. Y.; two boiler-feed pumps, Fairbanks, Morse & Co., Chicago, Ill.; for installation of steam-heating system, to C. J. Salm Construction Co., Birmingham, Ala.

FLOUR, FEED AND MEAL MILLS

Eufaula, Ala.—J. W. Beasley will establish grist mill, equipped with three rocks for grinding corn; machinery operated by steam; later rocks for crushing wheat will be installed.

Grandfield, Ark.—Gibson Bros. will establish grist mill; building secured.

Gaffney, S. C.—J. V. Saratt has installed proposed machinery, at cost of \$1000, to grind 150 bushels daily corn and wheat.

Miami, Okla.—Miami Milling & Manufacturing Co. incorporated with \$5000 capital stock by George Westburg, William Westburg and J. F. Ludwig, all of Bartlesville, Okla.

FOUNDRY AND MACHINE PLANTS

Anniston, Ala.—Stoves.—Lee Foundry Co., recently reported incorporated with \$25,000 capital stock by J. B. Lee and others, has purchased and will operate plant of Anniston Stove Works.

Bessemer, Ala.—Castings and Machine Shop.—Fitzgerald & Co. have leased building and will equip as machine shop and for manufacture of castings.

Chattanooga, Tenn.—Pumps.—Atlanta (Ga.) capitalists have, it is reported, purchased Herron Pump Co. through Charles A. Lyster, president First National Bank, Chattanooga, and will soon resume operation of plant; further reported new management will invest \$75,000 capital, install woodworking equipment and later add boiler factory.

Gulfpport, Miss.—Cotton-picking Machinery. Thomas Cotton Picker Co. has perfected organization with W. H. Bouslog president, Stephen S. Thomas vice-president and general manager, H. Colmer treasurer, P. D. Wadsworth secretary, George S. Curley assistant secretary.

Pulaski, Va.—Bones Bros. will erect two-

story machine shop for repairing vehicles and machine implements; machinery to be operated by gasoline engine.

Radford, Va.—Pipe Foundry.—Radford Pipe Works will erect addition to molding department, to be 50x125 feet; double capacity of present department and cost \$50,000; contract for steel work awarded to Virginia Bridge & Iron Co., Roanoke, Va.; concrete foundation and other work to be done by company; electric traveling crane will be installed in this department.

St. Louis, Mo.—Shoe Machinery.—Champion Shoe Machinery Co., J. B. Dohy, president, 3332 Franklin Ave., will erect factory building; brick structure; 150x182 feet; ordinary fireproof construction; cost \$15,000; manufacture shoe-repairing machinery and wax-thread sewing machines for hames.

St. Louis, Mo.—Shoe Machinery.—Champion Shoe Machinery Co. will erect factory building to replace present structure; two stories; concrete; 150x200 feet; new plant to have four times capacity of present factory.

Westminster, Md.—The Regester Company, E. C. Regester, president, previously reported organized to establish brass works and foundry, has installed plant and will manufacture plumbers' supplies of brass; capacity, 100 dozen daily. (See "Machinery Wanted.")

GAS AND OIL DEVELOPMENTS

Bartlesville, Okla.—Henry Oil Co., main office 1420 Marquette Bldg., Chicago, Ill., will construct 12-inch pipe line from its wells in Hogshooter field to convey gas to Bartlesville, 12 miles distant; cost will be about \$100,000; daily capacity 35,000,000 cubic feet.

Houston, Texas.—The Texas Company has increased capital stock from \$12,000,000 to \$18,000,000 and will, it is reported, expend \$1,000,000 to build gaspipe line from Henrietta field to Fort Worth and Dallas. J. S. Cullinan is president.

Huntington, W. Va.—Simms Creek Oil & Gas Co. Incorporated with \$50,000 capital stock by J. W. Davis, A. M. Baldwin, L. A. Daniel and others.

Marshall, Texas.—Marshall Oil Co. is planning, it is reported, construction of natural gas pipe line from Caddo field to Marshall.

Muskogee, Okla.—Melrose Oil & Gas Co. Incorporated with \$10,000 capital stock by W. L. Tull, F. Garland and J. P. Jones.

Okmulgee, Okla.—Starburt Oil Co. incorporated with \$25,000 capital stock by J. E. Burke, L. C. Morton and F. E. Storm.

Spencer, W. Va.—Roane Gas Co. Incorporated with \$400,000 capital stock by H. J. Simmons, Spencer; H. B. Hogg, J. A. Fisher, Pittsburg, Pa., and others.

Wheeling, W. Va.—Bridgeport Venture Oil & Gas Co. Incorporated with \$15,000 capital stock by J. H. Montgomery, Wheeling; I. M. Raymer, H. L. Stroebel, both of Bridgeport, W. Va., and others.

ICE AND COLD-STORAGE PLANTS

Cole, Ala.—Iron Furnaces.—Sheffield Coal & Iron Co., Sheffield, Ala., will resume operation of three blast furnaces.

Huntington, W. Va.—Huntington Pasteurized Milk Co. (C. L. Ritter and others) will install cold-storage machinery in connection with milk-pasteurizing plant. (See "Miscellaneous Manufacturing Plants.")

Lewisburg, Tenn.—Lewisburg Light & Power Co., S. T. Hardison, president, will establish ice plant recently mentioned; has purchased machinery from Henry Vogt Machine Co., Louisville, Ky.; capacity, 10 tons. (See "Electric-light and Power Plants.")

Parkersburg, W. Va.—Parkersburg Ice Co. is completing arrangements for rebuilding burned plant; new plant to have daily capacity of 100 tons. (Previously mentioned.)

IRON AND STEEL PLANTS

Bristol, Va.—Tenn.—Virginia Iron, Coal & Coke Co. has blown out its Bristol furnace; does not expect to make repairs until spring; Henry K. McHarg, 40 Wall St., New York, is president.

Ensley, Ala.—Iron Furnaces, etc.—Tennessee Coal, Iron & Railroad Co. is progressing with extensive improvements detailed in September; contract for mantle, shell and skip bridge for No. 3 blast furnace awarded to Pittsburg Steel Construction Co., Pittsburg, Pa., and contract for complete top down-comers, dust catchers, etc., for No. 3 blast furnace awarded to Pennsylvania Engineering Works, Pittsburg, Pa. Contracts have not been awarded for construction of Nos. 1 and 2 furnaces, because this will not be undertaken until No. 3 is finished, nor for the electrical repair shop and chemical laboratory.

Buildings at old No. 1 open-hearth plant are being converted into a lime-burning plant, containing five rotary kilns, Reeves Bros. of Birmingham, Ala., having the contract. All conveying machinery contracts have not been let. Main offices at Birmingham, Ala.

Middlesboro, Ky.—Virginia Iron, Coal & Coke Co., John B. Newton, general manager, will, it is reported, blow in its Middlesboro iron furnace about December 1; office address, Roanoke, Va.; New York office at 40 Wall St.

St. Louis, Mo.—Steel Plant.—Scullin-Gallagher Iron & Steel Co. will make improvements to plant, including erection of sand mill and storehouse; both structures to be of wood and corrugated iron and cost \$4000; other buildings will be erected later.

St. Louis, Mo.—Iron Furnace.—Mississippi Valley Iron & Furnace Co. incorporated with \$1,500,000 capital stock by E. J. Burton, W. D. Walker, Samuel Woodward and others.

Thomas, Ala.—Iron Furnace.—Republic Iron & Steel Co. has blown in its No. 3 furnace at Thomas; daily capacity to be 300 tons of iron; general offices in Frick Building Annex, Pittsburg, Pa.; New York offices, 111 Broadway.

LUMBER-MANUFACTURING PLANTS

Brooklet, Ga.—Shearwood Lumber Co., J. N. Shearouse, president, recently noted to establish saw and planing mills, is removing plant from Shearwood to Brooklet; will erect building 34x160 feet; mill construction; cost \$3000; capacity 20,000 feet daily.

Brownsville, Texas.—Frontier Lumber Co. incorporated with \$50,000 capital stock by A. N. Mackay, L. K. Morris and Leroy K. Morris.

Columbia, Tenn.—Tennessee-Alabama Lumber Co. Incorporated with \$3900 capital stock by C. R. Matthews, T. B. Johnson, W. E. Sandy and others.

Erwin, Tenn.—McMahan, Galetts & Flynn, Olean, N. Y., are planning, it is reported, to establish a 30,000 hand mill on 3000 acres of timber land near Erwin, to cut approximately 35,000,000 feet of timber.

Franklin, N. C.—Macon County Land Co. incorporated with \$100,000 capital stock by Lee Crawford and others; to operate lumber and wood-pulp plants.

Garwood, Mo.—B. F. Hackworth Lumber Co. will establish saw and planing mill; contract for planing-mill machinery awarded to Hall & Brown Woodworking Machinery Co., St. Louis, Mo., and for blowpipe equipment to D. B. Skinner & Bro., St. Louis.

Glenwood, Ark.—Thrall & Shay, Lake Charles, La., will establish sawmill in Glenwood.

Grandfield, Ark.—Gibson Bros. will establish sawmill, grist mill and gin; buildings secured.

Jeff, Ky.—Davis Logging, Lumber & Tie Co. (R. O. Davis), recently noted to establish saw and planing mill, will erect building to cost \$750; mill construction; will install sawmill, planer, etc., to cost \$3250; machinery mainly purchased. (See "Machinery Wanted.")

Jonesville, La.—Four Rivers Lumber Co. will erect plant; band mill and steam dry-kilns; cost \$40,000; daily capacity 35,000 feet hardwood lumber; W. L. Whitaker, Jr., president; J. G. Irwin, vice-president; S. S. Boatner, secretary and treasurer; plans for building by Mr. Whitaker not fully completed.

New Orleans, La.—Columbia Lumber Co., recently reported incorporated with capital stock of \$100,000, has organized with J. R. Downman, president, and B. F. Schreiver, secretary-treasurer; will handle lumber (cypress, yellow pine, hardwood and logs) for home and foreign trade; offices at 923 Maison Blanche.

Oberlin, La.—Williams Bros., Florien, La., will, it is reported, establish sawmill in Calcasieu county near Oberlin.

Oxford, Ind. Station Anniston, Ala.—W. L. Little, recently noted to establish planing mill, will erect building 100x135 feet; cost \$1000; planing machinery, etc., purchased.

New Orleans, La.—Frerichs Lumber Co., Ltd., incorporated with \$25,000 capital stock by H. J. Frerichs and others.

Sheppardtown, Miss.—Central Delta Lumber Co. incorporated with \$5000 capital stock by A. E. Lumpkin, J. M. Phillips and others.

St. Louis, Mo.—St. Louis Tie Co. incorporated with \$150,000 capital stock by A. B. Donaldson, C. S. Severson and Kent Koerner.

St. Louis, Mo.—Empire Lumber Co. incorporated with \$10,000 capital stock by Lawrence

McDaniel, W. C. Bland and Arthur Digby.

Sullivan County, Tenn.—William Dickey, Johnson City, Tenn., has, it is reported, purchased and will develop tract of timber land in Sullivan county.

Tallulah, La.—Engelwood Hoop Co. will erect new plant, previously reported; three buildings to be constructed and equipped with machinery for daily capacity of 20,000 feet lumber and 60,000 hoops. (See "Woodworking Plants.")

Tennille, Ga.—Tennille Manufacturing Co. incorporated to manufacture lumber and woodwork. (See "Woodworking Plants" and "Machinery Wanted.")

MINING

Bartow, Fla.—Phosphate.—South Florida Phosphate Co., Thomas G. Gaylord, president, 43 Exchange Pl., New York, will establish phosphate plant at Bartow to have minimum capacity of 50,000 tons; buildings will be of ordinary mill construction and will include drying plant, washing plant, storage bin and other structures; machinery for mining phosphate rock will be installed, and it is expected to produce 250 tons daily. (Recently mentioned.)

Centerville, Tenn.—J. B. Walker, Sam Whitson and J. W. Thompson contemplate, it is reported, developing phosphate deposits.

Columbia, Tenn.—Phosphate.—Franco-American Consolidated Phosphate Co. (lately mentioned as purchasing and to develop extensive deposits of phosphate rock, etc.) has organized with the following officers: President, Wm. G. Daugherty of Baltimore, Md.; vice-president, Benton McMillan of Nashville, Tenn.; secretary, Wm. Oscar Roome; treasurer, Kerfer F. Brown; executive offices, 603 Keyser Bldg., Calvert and German Sts., Baltimore, Md.

Gaffney, S. C.—J. A. Dickey is completing arrangements to develop mineral deposits.

Macon, Ga.—Gold.—D. J. Reed will, it is reported, develop gold deposits and erect smelter.

Mulberry, Fla.—Phosphate.—Prairie Pebble Phosphate Co., Joseph Hull, Savannah, Ga., president, is having plans prepared for dry bin to replace burned structure; capacity, 30,000 tons of rock daily; building to be fireproof and cost about \$25,000; C. C. Martin is general manager; main offices in Savannah, Ga. (Recently mentioned.)

New London, R. Station Monrovia, Md.—Copper.—C. W. Sleever, Keyser, W. Va., has purchased 37 acres of land near New London and will develop copper deposits. Mr. Sleever desires to correspond with assayers. (See "Assayers" in "Machinery, etc., Wanted.")

North Carolina.—Gold.—Company will be organized by J. N. Brown, Knoxville, Tenn., and others to develop gold deposits in the Smoky Mountains of North Carolina.

Orange County, Va.—Minerals.—Alvin T. Embrey, Fredericksburg, Va., has, it is reported, purchased and will develop 101 acres of mining property in Orange county.

Rockmart, Ga.—Slate, etc.—Rockmart Brick & Slate Co. Incorporated with \$125,000 capital stock by S. A. Duncan, Atlanta, Ga., and others. (See "Clayworking Plants.")

St. Louis, Mo.—Lead and Zinc.—Mignonne Mining Co. Incorporated with \$25,000 capital stock by J. A. Webb, W. H. McClarin, Leo Wolfson and others.

St. Louis, Mo.—Lead and Zinc.—Irene Land & Mining Co. Incorporated with \$27,000 capital stock by William E. Sauer, Meyer Wiener, both of St. Louis, and Winfred B. Post, Carthage, Mo.

Valley Park, Mo.—Sand and Gravel.—St. Louis Sand & Gravel Co., St. Louis, Mo., incorporated with \$290,000 capital stock; David A. Marks, president; George Beck, vice-president; Richard G. Mincke, secretary and general manager, Syndicate Trust Bldg., St. Louis; will install plant at cost of \$75,000; capacity 1000 cubic yards daily. (See "Machinery Wanted.")

MISCELLANEOUS CONSTRUCTION WORK

Augusta, Ga.—Levee.—Flood Commission is considering construction of levee; E. M. Harrod, engineer, New Orleans, La., and Col. Dan C. Kingman, U. S. Engineer Office, Savannah, Ga., will make investigations.

Boca Grande, Fla.—Wharf.—Charlotte Harbor & Northern Railway Co., 317 Duval Bldg., Jacksonville, Fla., will construct wharf at Boca Grande; to be of lumber on piling; contain about 250,000 feet of lumber and 600 piles; bids to be opened November 28; G. S. Bruce, chief engineer. (See "Wharf Construction" in "Machinery, etc., Wanted.")

Christiansburg, Va.—Tunnel.—Scott Bros., Lynchburg, Va., have contract for lining Alleghany tunnel, one mile long, on Virginian Railway near Christiansburg; concrete work will probably require about eight months.

Fort Morgan, Ala.—Seawall.—Bids will be received at United States Engineer office, Mobile, Ala., until December 24 for construction of seawall at Fort Morgan; H. Jervey, Major, Engineers. (See "Machinery Wanted.")

Galveston, Texas.—Pier.—R. L. Bettison will construct L-shaped pier in connection with erection of clubhouse. (See "Miscellaneous Structures.")

Norfolk, Va.—Wharf and Dredging.—Bids will be opened at Bureau of Yards and Docks, Navy Department, Washington, D. C., on December 5 for building timber wharf about 350x50 feet and dredging about 40,000 cubic yards of mud, etc., at Navy-yard, Norfolk; R. C. Hollyday, chief of Bureau. (See "Dredging" in "Machinery, etc., Wanted.")

Paragould, Ark.—Cache River Drainage District No. 1, Green county, awarded contract to W. S. Coleman & Sons, Paragould, at 10 cents per yard for construction of ditch to straighten Eight-Mile Creek; contract includes bridge construction. Lund & Hill, Little Rock, Ark., are engineers. (Ditch, recently mentioned, to be about nine miles long, extending from Paragould to St. Francis river; 435,546 cubic yards.)

Richmond, Va.—Heating Plant.—Bids will be opened December 3 for installing heating plant at City Auditorium; Charles E. Bolling, City Engineer. (See "Machinery Wanted.")

Tuscaloosa, Ala.—Dam, etc.—B. H. Hardaway of Columbus, Ga., has contract at \$28,675 for construction of dam and lock No. 16 and lockhouse on Black Warrior River about 40 miles above Tuscaloosa; H. Jervey, Major, Engineers, Mobile, Ala. (Previously mentioned.)

University, Ala.—Heating Plant.—University of Alabama, John W. Abercrombie, president, awarded contract to C. J. Salm Construction Co., Birmingham, Ala., for installation of heating system. (See "Electric-light and Power Plants.")

MISCELLANEOUS ENTERPRISES

Asheville, N. C.—Land Improvement.—Forest Hill Company incorporated with \$10,000 capital stock by John H. Carter, Philip R. Moale, Hugh LaBarge and J. M. Chiles.

Birmingham, Ala.—Contracting.—E. W. Jordan Contracting Co. Incorporated with \$5000 capital stock; E. W. Jordan, president; Eugene Fies, secretary and treasurer.

Burlington, N. C.—Land Development.—North State Realty Co., recently reported incorporated with \$150,000 capital stock by E. S. W. Dameron of Burlington and others, purchased and will improve 278 acres of land lying between Burlington and Graham; streets and avenues have been laid out and land cut into lots; streets will be graded and other extensive improvements made.

Cameron, Texas.—Publishing.—Enterprise Publishing Co. Incorporated with \$5000 capital stock by J. L. Denson, B. L. Grimes, M. C. Cox and others.

Cumberland, Va.—Tobacco Prizery.—Cumberland District Prizing-House Association incorporated with \$10,000 capital stock; T. W. Oliver, president; E. R. Davis, vice-president; George L. Stuart, secretary and treasurer.

Elizabeth City, N. C.—Hardware.—Sharber-White Hardware Co. Incorporated with \$25,000 capital stock; J. A. Kramer, president and manager; P. H. Williams, vice-president; D. D. Dudley, secretary and treasurer.

Fort Worth, Texas.—Grain Elevator.—Terminal Grain & Elevator Co. will, it is reported, establish grain elevator; capacity 65,000 bushels; cost about \$30,000.

Gallman, Miss.—J. F. Martin Co. Incorporated with \$10,000 capital stock by J. F. Martin, F. D. Burrage and others.

Granite, Okla.—Grain.—Granite Grain Co. Incorporated with \$10,000 capital stock by H. C. Oaks, A. G. Herenden, H. E. Curry and G. M. Curry, all of Mangum, Okla.

Greenville, S. C.—Laundry.—W. C. Cleveland will erect laundry building; brick construction; steam plant; electric lights; cost about \$4000; architects, F. H. & J. G. Cunningham, Greenville.

Indianola, Miss.—Publishing.—Enterprise Publishing Co. Incorporated with \$10,000 capital stock.

Little Rock, Ark.—Navigation.—Plans are being considered for organization of company with about \$100,000 capital stock to operate boats and barges on Arkansas River. W. M. Kavanaugh, president Arkansas River Commission, can probably give information.

London Bridge, Va.—Oyster Cultivation.—Lynnhaven Farms incorporated with \$10,000 capital stock; W. J. O'Keefe, president; E. J. Smith, vice-president, both of Virginia Beach, Va.; T. H. Terry, secretary and treasurer, London Bridge.

Lynchburg, Va.—Land Improvement.—Stony Hill Realty Co. incorporated with \$100,000 capital stock; W. D. Hill, president; R. Holt Easley, secretary and treasurer, both of South Boston, Va.

Lynchburg, Va.—Land Improvement.—Executive Avenue Realty Co. incorporated with \$500,000 capital stock; W. D. Hill, president; R. Holt Easley, secretary-treasurer, both of South Boston, Va.

Macon, Ga.—Hay, Grain and Storage.—National Hay, Grain & Storage Co. incorporated with \$20,000 capital stock by G. G. Toole, A. Block and N. M. Block.

Memphis, Tenn.—Land Improvement.—Santa Fe Town Co. incorporated with \$10,000 capital stock by T. A. Pace, O. S. Burrow, W. G. Riley and others.

New Orleans, La.—Land Improvement.—Consolidated Land Co. incorporated with \$250,000 capital stock by R. C. Huston, F. DeVries, R. McWilliams and others.

New Orleans, La.—Plumbing.—People's Co-operative Plumbing Co., Daniel L. Ryan, president, recently reported incorporated for general plumbing business, will include laying of cement pavements, sewer and water connections, etc.; will want prices on large equipment of supplies; capital stock is \$300,000; temporary office, 212 Bourbon street. (See "Machinery Wanted.")

New Orleans, La.—Seller-Joachim Realty Co. incorporated with \$50,000 capital stock; Louis Seller, president; Ed R. Tiemann, vice-president, and Jacob Joachim, secretary and treasurer.

Norfolk, Va.—Land Improvement.—Investors' Realty Corporation incorporated with \$18,000 capital stock; P. W. Kear, president; R. L. Bradford, treasurer; T. B. Wright, secretary.

Norfolk, Va.—Coal and Wood.—Tidewater Coal & Wood Corporation incorporated with \$600 capital stock; M. C. Millhinch, president; James Elliott, secretary and treasurer.

Oklahoma City, Okla.—Nurseries.—DeWitt Hanson, Fairbury, Neb., will establish nurseries at Oklahoma City.

Petersburg, Va.—Optical Goods.—Titmus Optical Co. incorporated with \$5000 capital stock; W. M. Rucker, president; C. B. Smith, secretary; E. H. Titmus, treasurer.

Raleigh, N. C.—Land Development.—Southern Land & Auction Co. incorporated with \$100,000 capital stock; James H. Pou, president; Albert L. Murray, vice-president and general manager, and David S. Fort, Jr., secretary.

Purcellville, Va.—Publishing.—Purcellville Publishing Co. incorporated with \$15,000 capital stock; George W. Case, president; J. W. Gregg, secretary; R. T. Boly, manager.

St. Louis, Mo.—Dyeing and Cleaning Works.—Berlin Dyeing & Cleaning Co. incorporated with \$3000 capital stock by Walter Storil, Jerome Wiseman, Edward M. Wagner and others.

St. Louis, Mo.—Land Improvement.—Noveau Realty & Building Co. incorporated with \$5000 capital stock by Ralph Borchert, William S. and Gertrude L. Specht, Maplewood, Mo.

St. Louis, Mo.—Land Improvement.—Dodler Realty & Improvement Co. incorporated with \$125,000 capital stock by Robert C. Hedges, Ben C. Adkins, Walter E. Orthwein and others.

Tampa, Fla.—Gaslighting.—City will open bids November 27 for lighting streets with about 300 gas lamps; W. Lesley Brown, acting Mayor. (See "Gaslighting" in "Machinery, etc., Wanted.")

MISCELLANEOUS MANUFACTURING PLANTS

Alva, Okla.—Oil Burners.—Economy Oil Burner Co. incorporated by G. D. Carter, Alice Carter, both of Alva, and J. A. Bolen, Kansas City, Mo.

Atlanta, Ga.—Cooling Device.—Hendrix-May Refrigerating Co., recently reported incorporated by Martin May and others, will manufacture small device for cooling water and beer; contemplate placing order for manufacture. (See "Machinery Wanted.")

Atlanta, Ga.—Cigars.—Humer & Nolan Cigar Co. incorporated with \$3000 capital stock by Oscar Nolan and others.

Atlanta, Ga.—Cotton Tags.—Childress Cotton Tag Co. incorporated with \$150,000 capital stock by Henderson P. Childress, Ernest B. Boyd and Henry R. Wilson.

Baltimore, Md.—Tannery.—Samuel Rosenberg, Holliday and Hillen Sts., awarded contract to George Bunnecke & Sons, 305 St. Paul St., Baltimore, for addition to tannery; brick; 43x85 feet; steam heat; two electric elevators; cost about \$10,000; plans by Joseph Evans Sperry, Calvert Bldg., Baltimore.

Baltimore, Md.—Fertilizers.—Independent Fertilizer Co. incorporated with capital stock of \$50,000,000 (half common and half 7 per cent. preferred stock) by Harold Otis and Charles W. Millard of 25 Broad street, New York, and Frank H. Hall of the Registrar & Transfer Co., New York. This corporation plans consolidation of independent fertilizer manufacturing companies of Baltimore, Atlanta, Ga., and other Southern cities and of the North. Its plans for organization and names of plants to be acquired are to be announced later. It is rumored Herman Schmidtman of Germany will be president, and T. C. Meadows, general manager of the Buffalo Fertilizer Co., Buffalo, N. Y., general manager; Lewisohn Bros., 11 Broadway, New York, have been mentioned as financing the new enterprise. Correspondence addressed to Steele, Otis & Hall, counsel for company, 25 Broad St., New York, or to Mr. Meadows at Buffalo, will doubtless receive attention. It is understood the Independent managers have arranged contract amounting to \$5,000,000, for 15 years, to purchase sulphuric acid from Tennessee Copper Co., 11 Broadway, New York, recently mentioned by MANUFACTURERS' RECORD, as incorporating Tennessee Chemical & Fertilizer Co., to manufacture sulphuric acid from fumes of copper plant at Ducktown, Tenn.; Grasselli Chemical Co., Birmingham, Ala.; Mutual Fertilizer Co., Savannah, Ga.; Jarecki Chemical Co., Cincinnati, Ohio; Buffalo (N. Y.) Fertilizer Co., and nearly 50 others are said to be interested in Independent company.

Baltimore, Md.—Belting.—Gandy Belting Co.'s additional factory building, recently reported, will be 90x100 feet; New England mill construction; exhaust-steam heating plant; electric-lighting plant; electric elevators; belt-stretching and other machinery; estimated cost of completed building, \$50,000; materials all purchased; McLaughlin Bros., 915 Bolton St., Baltimore, are the contractors; office of company, 728 West Pratt St.

Baltimore, Md.—Cigars.—C. C. Lursens' Sons Company, Mount and Cole Sts., has awarded contract to Henry S. Rippel, 1 Clay St., for addition to factory; building will be L-shaped, 99x42 feet and 49x30 feet; one story; frame covered with metal siding.

Bartlesville, Okla.—Brooms, Brushes, etc.—Pearl B. Bucy, president of recently-organized company, will install equipment for broom, brush and mop factory. (See "Machinery Wanted.")

Bartlesville, Okla.—Gas Burners.—J. P. Anderson, care of Cherokee Supply Co., contemplates erection of factory to manufacture mantels for natural-gas burners. (See "Machinery Wanted.")

Bessemer, Ala.—Roofing Paint and Process, etc.—Turnerised Metal & Canvas Roofing Co. (general offices and plant at Ada, Ohio, and Southern offices at 1021 Brown-Marx Building, Birmingham, Ala.), will establish plant at Bessemer; has purchased site and erected small building equipped for manufacturing water and fireproof roofing paint; expects to build large structure where company will apply patent system to new sheet metals for roofing purposes, and will install machinery for manufacturing the raw materials. P. W. Turner is president.

Birmingham, Ala.—Electric-lighting Fixtures.—Luminoller & Manufacturing Co. incorporated with \$100,000 capital stock; Noah T. Thomas, president; Jerome S. Brown, secretary; Roscoe McConnell, treasurer, and L. P. Spivy, vice-president.

Charlotte, N. C.—Optical Goods.—Puett-Southerland Company incorporated with \$10,000 capital stock by Adam Fisher, Odell Southerland and E. D. Puett.

Charlotte, N. C.—Ball-bearing Hubs and Wheels.—Suspension Ball Bearing Co., W. W. Neighbor, Denison, Texas, president, recently reported organized to establish plant for manufacturing ball-bearing hubs and wheels, has not definitely decided on location.

Dallas, Texas.—Patented Articles.—Western Manufacturing Co. incorporated with \$8000 capital stock by J. B. Rucker, Patrick Henry and J. R. de Roulae.

Eckington, Va.—Brewery.—Schlitz Brewing Co., Milwaukee, Wis., Julius E. Albrecht, local agent, will erect bottling plant at Eckington; plans by Charles L. Lesser, Milwaukee; plant will be 75x305 feet; two stories; brick and stone; cement to be used in foundations, floors and other parts of building where heavy machinery will be in-

stalled; cost of plant, \$100,000; James M. Dunn, Milwaukee, contractor.

Elizabeth City, N. C.—Hardware.—Sharker & White Hardware Co. incorporated with \$25,000 capital stock by A. K. Kramer, J. P. Kramer, D. D. Dudley and R. H. Williams.

Emporia, Va.—Distillery.—Morris Distilling Co. incorporated with \$25,000 capital stock; Joseph Collins, president; J. R. Mason, vice-president; Morris Bretsfelder, secretary and treasurer.

Foley, Ala.—Creamery.—South Baldwin Creamery, R. J. Clizbe, proprietor, previously reported to establish creamery and five-ton ice plant, will erect temporary frame building; contemplates construction of larger building later, with installment of complete machinery for milk-handling.

Fort Worth, Texas.—Packing Plants.—Armour Packing Co., J. Ogden Armour, president, Chicago, Ill., will expend about \$45,000 in improvements to plant at Fort Worth.

Greensboro, N. C.—Fertilizer.—Dixie Guano Co. will be organized with \$100,000 capital stock. E. Sternberger will probably be president and Frank C. Boyles treasurer; will erect fertilizer plant. (Recently mentioned.)

Hamilton, Ga.—City has voted issuance of \$200 gaslighting plant bonds. Address The Mayor.

Henderson, N. C.—Bagging.—Parham Bros. Co. will, it is reported, rebuild plant lately burned.

Houston, Texas.—Waterproofing.—Southern Ironite Co. incorporated with \$20,000 capital stock by H. M. Mecom, W. L. McGary and R. L. Davidson.

Houston, Texas.—Rubber and Supplies.—Shelp Rubber & Supply Co. incorporated with \$15,000 capital stock by W. B. Shelp, E. W. Bailey and C. E. Glrten.

Huntington, W. Va.—Pasteurized Milk and Dairy Products.—Huntington Pasteurized Milk Co. incorporated by C. L. Ritter, J. M. Wickell, J. E. Thomas and others, to establish pasteurizing and dairy-products plant; will erect 50x80-foot building of mill construction; architect, John Wickell; will install cold-storage, milk-pasteurizing machinery, etc., to cost \$25,000; ready for bids on machinery.

Kansas City, Mo.—Carbonine and Supplies.—Western Carbonic & Supply Co., incorporated with \$3000 capital stock by George Kopf, Edward J. Martin and John L. Wheeler.

Kansas City, Mo.—Gas Appliances.—Pittsburg Gas Appliance Co. incorporated with \$8000 capital stock by Anna Daugherty, W. Curry Daugherty and W. W. Pelkin.

Knoxville, Tenn.—Sausage.—Fanz & Co. will erect additional storehouse to sausage factory; red pressed brick.

Manchester, Va.—Liquor.—Salisbury Liquor Co. incorporated with \$10,000 capital stock; W. J. McDaniel, president; R. L. Mahaley, secretary-treasurer, both of Salisbury, N. C., and J. S. Wakefield, general manager, Manchester.

Manchester, Va.—Liquor.—Donald Huss Liquor Co. incorporated with \$10,000 capital stock; Peter Donald, Jr., vice-president; A. F. Donald, general manager, both of Manchester; J. W. Huss, president, and J. C. Davis, secretary-treasurer, Salisbury, N. C.

Manchester, Va.—Liquor.—J. H. Wooley Company incorporated with \$10,000 capital stock; W. J. McDaniel, president, and J. H. Wooley, secretary-treasurer, both of Salisbury, N. C., and J. S. Wakefield, manager, Manchester.

Memphis, Tenn.—Perfumery.—Jopling Perfumery Co. incorporated by K. C. Jopling, T. W. Jopling, B. E. Berry and others.

Nashville, Tenn.—Saddlery.—Nashville Saddlery Co. will rebuild plant recently reported burned at loss of about \$140,000. Company has purchased factory of Starks-Ullman Saddlery Co. at Paducah, Ky., for \$10,695.65, which it will operate until its Nashville plant is completed. General offices in National Hosiery Co.'s building, Nashville.

New Orleans, La.—Rickert Rice Milling Co. will erect rice mill to replace present structure.

New Orleans, La.—Fruit and Vintage.—International Fruit & Vintage Co., 911 Henry Clay Ave., Dr. Geo. C. Bollen, general manager, will install proposed electrical and manufacturing machinery. (See "Machinery Wanted.")

Richmond, Va.—Gas Generators.—American Carburetter Corporation incorporated with \$50,000 capital stock; Gustave Schmidt, president; C. Ridgway Moore, vice-president; George W. Hunter, secretary and treasurer.

St. Joseph, Mo.—Berry Freeman Manufacturing & Mercantile Co. incorporated with

\$5000 capital stock by George D. Berry, Frank A. Moore, C. P. Massard and others.

St. Louis, Mo.—Shoes.—Johansen-Huxley Shoe Co. incorporated with \$50,000 capital stock by Mikkel Johansen, Amos C. Huxley and John Newbill.

St. Louis, Mo.—Chemicals.—Creole Chemical Co. incorporated with \$50,000 capital stock by James F. Ewing, H. B. Williamson and H. P. Deming.

RAILWAY SHOPS, TERMINALS, ROUNDHOUSES, ETC.

Chattanooga, Tenn.—Chattanooga Station Co., Maj. W. D. Jenkins, engineer in charge, Chattanooga Station, awarded contract to Brandon & Davis, Chamberlain Bldg., Chattanooga, for erection of proposed Pullman storage-house; one story; six rooms; vitrified brick; cost \$2800.

Erwin, Tenn.—Carolina, Clinchfield & Ohio Railway, M. J. Caples, chief engineer, Johnson City, Tenn., has decided to locate its general shops at Erwin; initial buildings to be erected at present will be capable of indefinite expansion.

ROAD AND STREET IMPROVEMENTS

Ada, Okla.—City will open bids November 30 for paving 12th street with vitrified brick; previously mentioned; width, 72 feet; cement filler and Portland-cement concrete base of five inches; W. B. Jones, City Clerk. (See "Machinery Wanted.")

Beaumont, Texas.—Beaumont Good Roads Association, Sam Park, president, contemplates construction of road between New Orleans, Beaumont and San Antonio; distance from Houston, Texas, via Beaumont, to New Orleans is 353 miles, about 150 miles being shelled road.

Brush Creek, Tenn.—Brush Creek Turnpike Co., recently reported incorporated, will construct turnpike from Brush Creek to Alexandria (three miles); also from Brush Creek to New Middleton (about four and one-half miles); contemplates beginning work soon; E. W. Jenkins, acting secretary, Brush Creek.

Chattanooga, Tenn.—E. P. Norris, Duncan Ave. and Spruce St., Chattanooga, is lowest bidder at about \$23,000 for construction of about 4100 feet chert roadway, etc., on East 11th street; H. F. Van Dusen, chairman Board of Public Works. (Recently mentioned.)

Clinton, Ky.—City has voted \$15,000 of bonds for street improvements; W. T. Walker, City Clerk. (Recently mentioned.)

Douglas, Ga.—Coffee county will vote on issuance of \$100,000 of bonds for road improvements. Address County Commissioners.

Fitzgerald, Ga.—Ben Hill county, recently noted to construct roads and bridges, will lay and cut right of way; further plans not decided; Wm. R. Bowen, chairman Commissioners.

Gadsden, Ala.—J. S. McLaughlin & Sons, Red Oak, Iowa, are lowest bidders at 74 cents per square yard for paving sidewalks; W. M. Wilson, City Engineer. (Recently mentioned.)

Greenville, Tenn.—Greene County Road Commissioners recommend that \$150,000 be procured for road improvements, additional to \$150,000 already expended.

Hot Springs, Va.—Mrs. O. H. P. Belmont will construct roads and install electric-light plant at Belmont Park, new suburb comprising about 250 acres; J. T. McAllister, local representative.

Huntsville, Ala.—City is considering paving of West Clinton street; space between and 18 inches on each side of rails of electric and other railroads to be laid in vitrified brick; remainder of street in asphalt; concrete curbing; vitrified-brick gutters. Address The Mayor.

Jonesville, Va.—Lee county will vote December 1 on issuance of bonds for road construction. Address County Commissioners.

Lenoir City, Tenn.—City will expend about \$4000 additional for street and sidewalk improvements, totaling about \$25,000 for streets and sidewalks. Address The Mayor.

Lonsdale, R. Station Knoxville, Tenn.—City will vote December 5 on issuance of about \$150,000 of bonds to improve streets, construct water-works, etc. Address The Mayor.

Martinsburg, W. Va.—City awarded contract, it is reported, to C. H. Brooks Company, Fairmont, W. Va., for paving West King street.

Park, Station Knoxville, Tenn.—City has not yet awarded contract for street improve-

ments, for which \$62,500 of bonds were previously reported voted; W. R. Johnson, Mayor; W. H. Underwood, chairman street committee.

Pensacola, Fla.—Mr. Thornton, City Engineer, estimates cost of repaving Palafox street from Main to Garden streets at \$16,266.48, and recommends laying of concrete base.

Staunton, Va.—Augusta county is considering, it is reported, construction of macadamized road across Blue Ridge Mountains to connect Augusta and Albemarle counties. Address County Commissioners.

Tuscaloosa, Ala.—City will construct about 700 square yards of concrete sidewalk; bids to be opened November 27; W. H. Nicol, City Engineer. (See "Machinery Wanted.")

SEWER CONSTRUCTION

Bowling Green, Ky.—City has voted negatively on \$15,000 bond issue for building outlet for sanitary sewer system. G. T. Wilson, Mayor. (Recently mentioned.)

Fitzgerald, Ga.—City contemplates awarding contract by December 15 for construction of proposed sewer system; \$75,000 available; engineer, J. G. Anderson.

Hillsboro, Texas.—City will vote on issuance of about \$35,000 of bonds to extend sewer system, etc. Address The Mayor.

Hobart, Okla.—City will extend sanitary sewer system; will require 910 feet of 12-inch, 190 feet of 10-inch and 13,080 feet of 8-inch concrete or vitrified clay pipe; 31 manholes and 6 flush tanks; bids to be opened December 8; A. F. Hooper, Mayor; O. E. Noble, City Engineer. (See "Machinery Wanted.")

Jasper, Ala.—City contemplates constructing sewer system to cost about \$8000; J. R. Smith, City Engineer, is making surveys and securing estimates.

Lexington, Ky.—City has voted \$25,000 of bonds to extend and continue construction of main system of sewerage; John Skain, Mayor. (Recently mentioned.)

Marietta, Ga.—City has voted \$30,000 of bonds for construction of sewer system; W. J. Black, City Clerk. (Mentioned in September.)

Muskogee, Okla.—City will proceed with issue of sewer bonds for construction of water-works; amount, \$300,000; T. H. Martin, Mayor. (Recently incorrectly reported void.)

Newport, Ark.—City will, it is reported, award contract in January, 1909, for proposed sewer construction to cost about \$40,000; Lund & Hill, Little Rock, Ark., are engineers.

Oakland, Md.—City will probably soon invite bids for construction of sewer and water-works systems; \$60,000 bond issue has been voted; Penniman & Fairley, 411 Marine Bank Bldg., Baltimore, Md., are engineers. (Recently mentioned.)

Reldsville, N. C.—City is considering construction of sewer system. Address The Mayor.

Seymour, Texas.—City will vote November 30 on issuance of \$12,000 of sewer bonds. Address The Mayor.

Shreveport, La.—Shreveport Water-Works Co. will extend sewerage system; expenditure about \$10,645.

Winchester, Va.—City will vote January 7 on issuance of \$50,000 of bonds to construct sewer system. Address The Mayor.

TELEPHONE SYSTEMS

Arbovale, W. Va.—Arbovale Mutual Telephone Co. incorporated with \$2000 capital stock by E. A. Hudson, F. H. Warwick, L. H. Mosman, John R. Hevener, Green Bank, W. Va., and others.

TEXTILE MILLS

Augusta, Ga.—Hosiery.—Gavin Manufacturing Co. (recently reported incorporated and to install 20 hosiery-knitting machines and a finishing plant) has organized with J. Inman Davis president and J. J. Tyler vice-president; capital stock is \$10,000, with privilege of increasing to \$50,000.

Baltimore, Md.—Cotton Duck.—Consolidated Cotton Duck Co., Continental Trust Bldg., Baltimore and Calvert Sts., will re-equip its mill at Phoenix; will not decide on number of spindles and looms until company's chief engineer has reported. Rumors state 6000 spindles and 100 looms will be installed.

Bristol, Tenn.—Hosiery.—Jonesville Manufacturing Co., Jonesville, S. C., will establish hosiery mill at Bristol; has secured building and will install 30 knitting machines, dyeing plant, etc.

Burlington, N. C.—Dyeing, etc.—Burlington Dye Works, recently reported organized, have installed equipment of machinery; daily output 150 dozen pairs of hose dyed and finished.

Cameron, N. C.—Knit Goods.—Thomas Jones of Kernesville, N. C., is reported as proposing to establish knitting mill at Cameron.

Charlotte, N. C.—Yarns.—Jewel Cotton Mill has plans and is ready to receive bids for erection of mill building; 75 by 308 feet; one story high, with picker and opening-room towers; equipment to include 6000 spindles, electric-light and power machinery, steam-heating plant, pumps, humidifiers, sprinklers for fire protection, ventilators, etc., and bids are invited; Stuart W. Cramer of Charlotte is architect; T. J. Lillard, Room 6 Four C's Bldg., is treasurer. (Company's organization, etc., recently reported.)

Chester, S. C.—Yarns.—Eureka Cotton Mills will install machinery for electrical drive, using about 750 horse-power; present equipment, 14,748 spindles; Leroy Springs, president, Lancaster, S. C.

Chester, S. C.—Ginghams.—Springstein Mills will install machinery for electrical drive, using about 750 horse-power; present equipment 14,112 spindles and 992 looms; Leroy Springs, president, Lancaster, S. C.

Columbus, Ga.—Hosiery.—Topsy Hosiery Mills will build 50-foot addition and increase capacity one-third; present equipment, 170 knitting machines, etc., producing hosiery that is dyed and finished at mill.

Fayetteville, N. C.—Knit Goods.—J. P. Ewing will establish knitting mill; two-story building is being erected.

Fort Worth, Texas—Blue Denims.—Fred H. White of Charlotte, N. C., is negotiating with the Factory Club relative to establishing blue-denim mill at Fort Worth; \$250,000 company contemplated.

Greeleyville, S. C.—Cotton Goods.—T. W. Boyle will possibly soon arrange to organize cotton-mill company.

Griffin, Ga.—Blankets and Towels.—Cherokee Mills will soon complete main building, 125x350 feet, two stories high, with engine and boiler room addition; will install steam plant for 600 horse-power; now contracting for machinery which will cost about \$175,000; product to be cotton blankets and towels; company's organization and plan for building 10,000-spindle and 300-loom mill previously reported. J. J. Mangham is president.

Hagerstown, Md.—Silk Ribbons.—Charles W. Cromer of Hagerstown Silk Co. and Victor M. Cromer will build silk mill lately reported; have let contract to C. W. Lloyd, Hagerstown, for erection of two-story 36x120-foot brick building, to cost \$5000; will install machinery for manufacturing silk ribbons.

Lancaster, S. C.—Sheeting, etc.—Lancaster Cotton Mills will install machinery for electrical drive, using about 2500 horse-power; present equipment 74,184 spindles and 1578 broad looms. Leroy Springs is president.

Laurinburg, N. C.—Yarns.—Scotland Neck Cotton Mills awarded contract to Mason Machine Works, Taunton, Mass., for 2000 additional spindles. (Recently incorrectly noted as "Lawrenceburg.")

Lexington, N. C.—Cotton Cloth.—C. A. Hunt, Jr., will organize company with capital stock of \$125,000 to build mill for manufacturing colored cloth; will erect building for 10,994 spindles, but first installation will be 8208 spindles and 350 looms; will use electricity for power if satisfactory price is obtained, and, if not, will install steam plant; about 350 horse-power required; will soon order carding and spinning machinery; will begin erection of building next spring. (See "Machinery Wanted.")

Ruckersville, R. F. D. from Elberton, Ga.—J. R. Haley, Elberton, proposes construction of telephone line from Elberton to Ruckersville.

Sanford, N. C.—Bleachery.—Robert L. Steele of Statesville, N. C., is reported as proposing to build bleachery at Sanford.

South Boston, Va.—Knit Goods.—Century Knitting Mill incorporated with capital stock of \$5000 and privilege of increasing to \$20,000; F. A. Lukin, president; R. S. Barbour, vice-president; J. W. Easley, secretary-treasurer.

Summerville, Ga.—Cotton Yarns.—E. W. Sturdivant and N. K. Bitting of Summerville, Robert Walker and Z. T. McKinney of Greenville, S. C., are interested in organizing proposed company lately mentioned; capital stock \$250,000; mill to be equipped with 10,000 spindles, etc.

Vass, N. C.—Cotton Yarns.—A. Cameron will build cotton-yarn mill as heretofore reported; is now erecting main building, 73x228 feet; engine-room, 20x54 feet, and boiler-room, 30x40 feet; equipment will probably be

5000 spindles for manufacturing Nos. 20 to 30 yarns. Mr. Cameron is financing the enterprise, and T. B. Creel, Aberdeen, N. C., has undertaken the construction work. They will incorporate company later.

WATER-WORKS

Baltimore, Md.—Frederick Pike Stearns, Boston, Mass., and John Ripley Freeman, Providence, R. I., have been appointed by J. Barry Mahool, Mayor, as advisory engineers for construction of 20,000,000-gallon reservoir in Gunpowder River Valley, for which \$5,000,000 of bonds have been voted; site will comprise between 3000 and 4000 acres, and in addition to lake will include certain part of watershed, which will be reforested. Tentative plans consist of construction of dam 80 feet high and 500 or 600 feet long; construction of waste channel to around and below present dam; building of tunnel four miles long to Lake Roland; rapping of slope of lake to prevent corrosion, etc.; Alfred M. Quick, Water Engineer, City Hall. (Further details recently mentioned.)

Carl Junction, Mo.—Michel-Cook Engineering & Construction Co., Joplin, Mo., is preparing plans for water-works to cost about \$20,000; bonds have not yet been voted; Willis G. Clarke, City Clerk. (Recently mentioned.)

Cumberland Gap, Tenn.—East Kentucky Land Co. has, it is reported, applied to town officials for 20-year water franchise; proposes to construct new water system, laying larger mains and building concrete reservoir on mountain side.

Fitzgerald, Ga.—City will probably award contract by December 15 for proposed extension of water mains; \$25,000 available. J. G. Knapp, Mayor.

Hamlin, Texas.—City contemplates voting on \$25,000 water-works bond issue. Address The Mayor.

Hillsboro, Texas.—City will vote on issuance of about \$35,000 of bonds for extending water-works and other improvements. Address The Mayor.

Lonsdale, R. Station, Knoxville, Tenn.—City will vote December 5 on issuance of about \$150,000 of bonds to construct water-works, improve streets, etc. Address The Mayor.

Marietta, Ga.—City has voted \$80,000 of bonds for construction of water-works; W. J. Black, City Clerk. (Mentioned in September.)

Marcelline, Mo.—City water-works (recently noted) will include construction of reservoir two miles from city, at probable cost of \$12,000 to \$14,000; capacity, approximately 150,000,000 gallons; dam to be about 600 feet long, 25 feet high; bids asked on engineering and construction; B. B. Putman to be addressed.

Meridian, Miss.—Water-Works Commission, C. C. Dunn, president, will receive bids until December 8 for furnishing and erecting 5,000,000-gallon horizontal cross-compound and flywheel pumping engine; also until same date for furnishing tools and constructing reinforced concrete reservoir; W. F. Wilcox is engineer; date postponed from November 24, recently mentioned. (See "Machinery Wanted.")

Mount Washington, Ind. Station, Baltimore, Md.—Valley Artesian Water Co. has secured permit to lay 500 feet of water mains on Belvedere avenue west of Roland avenue; this company incorporated to furnish Mount Washington, Roland Park and contiguous territory with Green Spring Valley water, franchise for which was secured some time ago.

Muskogee, Okla.—City's bond election for issuance of \$250,000 of bonds for improvements to water-works not void. (Recently incorrectly reported.) T. H. Martin, Mayor.

Newport, Ky.—City has voted \$100,000 of bonds for improvements to water-works, including construction of standpipe, etc.; W. L. Glazier, superintendent of water-works.

Oakland, Md.—City is drilling test wells and will probably soon invite bids for construction of water-works and sewerage systems; \$60,000 bond issue has been voted; Penniman & Fairley, 411 Marine Bank Bldg., Baltimore, Md., are engineers. (Recently mentioned.)

Parsons, W. Va.—City has engaged Penniman & Fairley, engineers, 411 Marine Bank Bldg., Baltimore, Md., to prepare plans for water-works to be constructed; \$30,000 bond issue recently reported voted; H. L. Bennett, Mayor.

Palmetto, Fla.—City will invite bids about January 1 for construction of water-works; \$15,000 of bonds have been voted; will erect

tower, lay pipes, etc.; E. F. Wilson, Mayor. (Recently mentioned.)

Seymour, Texas.—City will vote November 30 on issuance of \$28,000 of water-works bonds. Address The Mayor.

Tunnelton, W. Va.—City is considering construction of water-works. Address The Mayor.

Uniontown, Ky.—City will construct water-works, and wants estimates on water-works machinery and supplies. Address G. F. Ceeli, manager Union Light & Power Co. (See "Machinery Wanted.")

WOODWORKING PLANTS

Anniston, Ala.—Robbin and Shuttle Blocks. E. G. Morris, R. F. D. No. 2, Anniston, will establish plant to manufacture bobbin and shuttle blocks from dogwood and persimmon timber; will make blocks in the rough to supply bobbin and shuttle manufacturers in United States and foreign markets. (See "Machinery Wanted.")

Baltimore, Md.—Boxes.—William Suchting & Sons, 604-606 Portland St., will rebuild at once box factory recently reported destroyed by fire; loss about \$18,000. (Recently incorrectly noted under Baltimore, Mo.)

Chattanooga, Tenn.—Atlanta (Ga.) capitalists, reported to have purchased Herron Pump Co. through Charles A. Lyerly, president First National Bank, Chattanooga, will, it is reported, install woodworking plant. (See "Foundry and Machine Plants.")

Dynas, Ala.—Shingle Mill.—Dynas Lumber Co., L. A. Cowan, president, will establish shingle mill; will erect \$1000 building, of mill construction; will install machinery (purchased) to cost \$2500; manufacture cypress and pine shingles.

Fort Payne, Ala.—Heading Mills.—Harris Coopers Co., Lebanon, Ala., will establish coopers at Fort Payne; will erect two buildings; 50x60 feet and 24x70 feet.

Gadsden, Ala.—Barrels.—Harris Coopers Co., Lebanon, Ala., will, it is reported, establish coopers plant in Gadsden; suitable building will be erected.

Memphis, Tenn.—Screen Doors.—Wabash Screen Door Co. will rebuild drykiln reported destroyed by fire.

New Orleans, La.—Coffins, etc.—Orleans Manufacturing Co. will erect addition to and practically rebuild plant.

Paragould, Ark.—Furniture.—Empire Furniture Co., C. R. Conner, secretary and treasurer, purchased and will operate plant of Probst Furniture Co.; plant complete.

Petersburg, Va.—Box Shooks.—Appomattox Box Shook Co. incorporated with \$50,000 capital stock; Joseph W. Seward, president; S. G. Wilson, vice-president; C. Fisher Collier, secretary; W. H. Cooper, treasurer.

Tallulah, La.—Hoops.—Engelwood Hoop Co., Englewood (P. O. Tallulah), La., previously reported to establish new plant at Tallulah, will erect three buildings; 40x80, 30x60 and 30x40, respectively; machinery to be installed for daily capacity of 60,000 hoops and 20,000 feet lumber.

Tennille, Ga.—Lathe and Grille Work, Caskets, etc.—Tennille Manufacturing Co., Box 184, incorporated; Joseph Jackson, president; J. C. Harman, secretary and treasurer; H. Jeff Davis, manager; to manufacture lumber, lathe and grille work, coffins, caskets, yellow pine and hardwood materials. (See "Machinery Wanted.")

BURNED

Abita Springs, La.—W. Harvey's sawmill. Alvord, Texas.—The Farmers' Gin; loss \$12,000.

Attalla, Ala.—Lakeside Hotel, owned by Joseph Morogue; estimated loss, \$7000.

Baggettville, Tenn.—Stricklin & Irwin's store; building owned by J. S. Jones, Greenbrier, Tenn.; loss about \$5500.

Baltimore, Md.—Otto Tirschmann, Fifth Ave., near 31st St.; stable, box factory and storage shed; loss \$8000.

Bamberg, S. C.—Bamberg Cotton Oil Co.'s cotton gin, seedhouse, etc.; loss about \$75,000.

Bardstown, Ky.—Tom Moore Distilling Co.'s two warehouses; loss about \$400,000.

Belen, Miss.—C. W. Bantee & Son's sawmill and cotton gin; loss \$7000.

Belle Mina, Ala.—Ben D. Lindsay's gin; loss \$5000.

Bloxom, Va.—New York, Philadelphia & Norfolk Railroad's passenger station; loss \$3000; J. G. Rodgers, superintendent, Cape Charles City, Va.

Brooklyn, W. Va.—Morgan Meadows' apartment-house; estimated loss \$10,000.

Bufoed, Tenn.—A. M. Allen's residence; loss about \$4000.

Chattanooga, Tenn.—Residences of J. I. Carter, loss about \$3500; C. A. Lyerly, loss about \$4000; B. F. Thomas, loss about \$4000, and Carl White, loss about \$5000.

Chattanooga, Tenn.—Lookout Inn, Jung & Shammotulski, owners; reported loss about \$135,000.

Colonial Beach, Va.—Gouldman & Funk's oyster-house, planing mills and basket factory; loss \$8000.

Columbus, Ga.—L. D. Cherry's gin and sawmill.

Darlington, S. C.—Cooper & Co.'s tobacco stemmery, loss \$15,000; A. Hyman's warehouse, loss \$3000; Welling & Bonnot's warehouse, loss \$4000.

Donaldsonville, Ga.—A. Fort's ginney.

Dunn, N. C.—Seth McLamb's sawmill.

Dublin, Ga.—J. H. Beacham's cotton gin; loss about \$4000.

Ensley, Ala.—J. R. Raible & Co.'s cooperage plant; estimated loss \$20,000.

Glasgow, Ky.—William Redmond's building; loss about \$3000.

Gloucester County, Va.—Old Dominion Steamship Co.'s warehouse on Severn wharf; H. B. Walker, president and general manager; general offices, 81-85 Beach St., New York.

Goldshoro, N. C.—Borden Manufacturing Co.'s dusthouse and plant damaged.

Havana, Fla.—C. E. Lott's building; Cheatham Drug Co.'s store building; H. W. Womach's building; loss, about \$10,000.

Heber, Ark.—Heber Construction Co.'s warehouse.

Horton, Mo.—C. F. True's store building; loss \$4000.

Jennings, Fla.—W. L. Perkins' planing mill and elevator.

Indianola, Miss.—Champion Hotel, loss about \$3500; Southern Railway Co.'s passenger depot; W. G. Birkhead's residence; Indianola Compress & Warehouse Co.'s plant, loss about \$200,000.

Lone Grove, Okla.—C. F. Sullivan's cotton gin; loss \$4000.

Louis, Ky.—H. C. Cockran's residence; loss \$15,000.

Louisville, Ky.—Several plant buildings owned by Standard Oil Co., main office, 26 Broadway, New York; loss about \$5000.

Martinsville, Va.—Virginia Spoke & Handle Co.'s plant; loss \$14,000.

Marvel, Ark.—J. McKinney's cotton gin; loss \$6000.

Memphis, Tenn.—Walash Screen Door Co.'s drykiln and lumber shed; loss about \$125,000.

Memphis, Tenn.—Residence owned by J. A. Loudon and occupied by C. W. Stewart; estimated loss \$8000.

Mena, Ark.—The Mena Auditorium, loss about \$5000; W. B. Jones' hay warehouse.

Mobile, Ala.—Florence Pump & Lumber Co.'s plant; loss about \$80,000; main office, Memphis, Tenn.

Monroe, La.—W. A. Head's cotton gin.

Monroe, La.—W. A. Head's cotton gin.

Montrose, Mo.—Bean Milling Co.'s mill; loss \$23,500.

New Orleans, La.—Standard Guano Chemical Manufacturing Co.'s warehouse; loss on building about \$5000.

Norcross, Ga.—Southern Railway's depot; loss \$50,000.

Norfolk, Va.—C. B. White & Co.'s sawmill; loss about \$2000.

Pickensville, Ala.—J. E. Stewart's cotton gin; loss about \$15,000.

Pickensville, Ala.—J. E. Stewart's barn, cotton gin and store.

Pleasant Lane, S. C.—E. G. Cogburn's cotton gin; loss about \$1000.

Pittsburg, Texas.—W. A. Hightower's residence; loss about \$2500.

Ruston, La.—J. Webb Martin's cotton gin; loss about \$4000.

Richmond, Va.—W. C. Boyd's baking-powder plant; plants of Kingan & Co. packers; Taylor Horse Collar Manufacturing Co. and Evans & Shappe Company; loss \$80,000.

San Angelo, Texas.—Mace Hotel at Carlsbad; estimated loss \$3000; I. W. Daniel, owner.

Sevierville, Tenn.—Sevier county jail and sheriff's residence. Address County Commissioners.

Shakertown, P. O. Harrodsburg, Ky.—Four stock barns owned by John B. Castleman, Louisville, Ky.

Shaw, Miss.—W. P. Stephens' gin, owned by Shaw Cotton Oil Co.

Shaw, Miss.—Shaw Cottonseed Oil Co.'s gin.

Skelton, W. Va.—Cranberry Fuel Co.'s store building; loss about \$20,000.

Smiths Grove, Ky.—L. C. J. Motley's feed and stock barn; loss about \$2000.

Sumner, Ga.—J. D. Bridges' saw and shingle mill; Dan Garrett's saw and shingle mill.

Taloga, Okla.—Taloga Milling Co.'s flour mill; loss \$20,000.

Walls, La.—J. W. Thompson Company's gravel plant; loss about \$100,000.

Wells Station (not a P. O.), Ala.—Cotton gin owned by Newville Mercantile Co., Newville, Ala.

WRECKED BY EXPLOSION

Rock Hill, S. C.—Rock Hill Steam Laundry Co.'s plant.

BUILDING NOTES APARTMENT-HOUSES

Birmingham, Ala.—J. B. LeVert had plans prepared by Wheelock, Joy & Wheelock, Birmingham, for apartment-house to be erected by days' labor; ordinary brick veneer construction; probably hot-air heat; electric lighting; cost \$25,000.

Chattanooga, Tenn.—J. H. Rawlings has not received contract for erection of \$13,000 apartment-house to be erected by J. H. Atwater and R. W. Olmstead; plans by Daniel A. Reamer, First National Bank Bldg., Chattanooga, who is receiving proposals; contract to be let soon. (Contract recently noted awarded.)

Clarksburg, W. Va.—Clarksburg Supply Co. will erect business building with apartments on third floor. (See "Miscellaneous Structures.")

Greenville, S. C.—W. W. Stover will erect building with eight four-room apartments; steam heat; electric lighting; pending decision on interior finish, cost not decided; plans by F. H. & J. G. Cunningham, Greenville.

Knoxville, Tenn.—Eugene Monday and B. R. Strong are having plans prepared for apartment-house; steam heat.

Richmond, Va.—Mrs. Minna L. Syce, 411 North Lombody St., awarded contract to Quarles & Palmore, Richmond, for erection of apartment-house; 30x124 feet; three stories; red brick facing; white stone trimmings; slow-burning construction; low-pressure steam heat; electric and gas lighting; cost \$25,000; plans by W. Leigh Carneal, Richmond. (Recently mentioned under "Dwellings.")

Richmond, Va.—T. D. Newell, 1321 Park Ave., will expend \$22,500 in erection of proposed structure; seven apartments and store; gas and electric lighting; latrobe heaters; plans by Carl Ruehrmund; construction by T. D. Newell, 300 North 21st St.; all of Richmond.

Savannah, Ga.—Carl G. Tillman, 417 Gwinnet St. West, awarded contract to H. O. Young, 112 Henry St., East Savannah, for plans and construction of two-story apartment mentioned recently; 11 rooms and baths; grates; gas and electric lighting; cost about \$4000.

St. Louis, Mo.—Helen Building & Realty Co. will erect two two-story apartment-houses to cost \$15,000.

St. Louis, Mo.—W. H. Horstmeier purchased site with frontage of 90 feet and will erect three single-flat buildings.

St. Louis, Mo.—J. M. and M. E. Rourke purchased site, 30x107 feet, on which to erect apartment-house.

St. Louis, Mo.—S. H. Dockery purchased site on which to erect six three and four-room apartment-houses.

St. Louis, Mo.—Berger Investment Co. purchased site with frontages of 335, 333 and 297 feet, on which it is proposed to erect apartment-house; 75 apartments of four and five rooms; estimated cost, \$150,000; plans by Isaac Taylor of St. Louis.

Wheeling, W. Va.—Gleesey & Faris, Wheeling, have completed plans and specifications for apartment-house to be erected by P. F. Counihan; structure to be three stories; brick and stone; six rooms on each floor; porches for every floor to be supported by brick columns; contract will soon be awarded.

BANK AND OFFICE BUILDINGS

Biloxi, Miss.—D. J. Gay, president Harrison County Bank, is having plans prepared by R. H. Hunt, Chattanooga, Tenn., for erection of bank and office building; six stories and basement; pressed brick, with

terra-cotta trimmings; metal roof; steam heat; electric lighting; elevators; estimated cost \$40,000.

Birmingham, Ala.—Messrs. Burgin, Hawkins & Abbott awarded contract to C. M. Allen, Birmingham, for erection of store and office building; cost \$15,000. (See "Miscellaneous Structures.")

Clinton, Tenn.—T. H. Leinart Company of Clinton has contract to erect proposed post-office; three stories; concrete foundation; brick walls; front of pressed brick with brownstone trimmings; first floor for post-office and upper floors for offices; work has begun.

Durham, N. C.—Citizens' National Bank purchased building and site at \$24,625 and will, it is reported, remodel as office building.

El Paso, Texas.—Frank Powers has submitted proposition for erection of three-story brick building to be leased by Chamber of Commerce.

Fayetteville, N. C.—Southern Life Insurance Co. has had plans prepared by W. P. Rose, Greensboro, N. C., for office building recently mentioned; five stories; steel frame; steam heat; electric lighting; electric elevators; cost from \$40,000 to \$50,000; bids will soon be invited.

Fort Worth, Texas.—L. G. Schenk of Fort Worth is preparing plans for two buildings 8 and 10 stories high, respectively.

Hendersonville, N. C.—First National Bank is having plans prepared by Shand & LaFaye, Columbia, S. C., for bank and office building recently mentioned; ordinary construction; 25x130 feet; steam heat; electric lighting; cost \$8000 to \$10,000; bids asked; date of opening bids not decided.

Nashville, Tenn.—Nashville Bridge Co. has had plans prepared by A. J. Dyer of Nashville for office building; five stories; reinforced concrete; 20x40 feet; fireproof; hot-water heat; electric lighting; electric elevators; Nashville Bridge Co. will erect the building.

Washington, D. C.—M. L. Wolfe, 1006 6th St. N. W., has purchased site 21x100 feet, and will erect office building.

CHURCHES

Birmingham, Ala.—Calvary Baptist congregation will erect Sunday-school room by days' labor; ordinary construction; hot-air heat; electric lighting; cost \$6000; plans by La Belle-Kriss Company, Birmingham. (Recently mentioned.)

Birmingham, Ala.—Methodist Episcopal Church South will, it is reported, erect brick church building near Elmwood Station, to be known as Walker Memorial Church; temporary building will be erected at once; T. S. Smith, J. D. Lanier and others compose board of trustees.

Charleston, W. Va.—Methodist congregation will erect edifice. J. C. Fulton, Uniontown, Pa., has prepared plans, which will be submitted for consideration.

Durant, Okla.—Methodist congregation contemplates, it is reported, erection of edifice in South Durant. Address The Pastor, Methodist Church.

Forestville, Md.—Bell's Methodist Episcopal congregation has not yet employed architect or awarded contract for erection of \$2500 edifice recently mentioned; to be 36x45 feet, with alcove and steeple; W. C. Hardin, pastor.

Lumpkin, Ga.—Methodist congregation will erect brick edifice to cost about \$8000; construction has begun. Address The Pastor, Methodist Church.

COURTHOUSES

Athens, Ala.—Limestone county awarded contract to Falls City Construction Co., Louisville, Ky., for erection of courthouse recently mentioned; 110x80 feet; stone, steel and concrete; fireproof; steam heat; electric lighting; estimated cost \$59,000; Falls City Construction Co. also prepared plans; Geo. Majone, judge of probate.

Independence, Ky.—Kenton county will probably erect courthouse. Address County Commissioners.

Leesville, La.—J. H. Turner, president Police Jury of Vernon parish, will receive bids until December 7 for erection of courthouse. Owing to excavations and inequalities of ground, bidders must visit Leesville; no plans or specifications will be sent out to bidders, but same shall be on file in office of Police Jury; certified check for 5 per cent. of bid.

McAlester, Okla.—Pittsburg county contemplates erecting courthouse to cost \$125,000. Address County Commissioners.

Muskogee, Okla.—Muskogee county will have plans and specifications prepared by P. H. Weathers of Guthrie, Okla., for court-

house to cost about \$150,000. Mr. Weathers will supervise construction.

Plainview, Texas.—Hale county will, it is reported, soon vote on issuance of \$60,000 courthouse bonds. Address County Commissioners.

Salem, Va.—Roanoke county courthouse, contract recently noted awarded to King Lumber Co., Charlottesville, Va., will be three-story structure; 61x111 feet; pressed brick and stone; ordinary fireproof construction; steam heat; electric lighting; cost \$50,000; plans by H. H. Huggins, Roanoke.

Springfield, Ga.—Effingham County Commissioners awarded contract to A. J. Franklin, Statesboro, Ga., at about \$28,000 for erection of county courthouse; two stories; brick; ordinary construction.

Tulla, Texas.—Commissioners' Court of Swisher county will open bids December 15 for erection of courthouse; three stories and basement; brick and stone; plans and specifications on file at 173 Elm street, Dallas, Texas; Withers & Elliott, architects, Stamford, Texas; Texas Planing Mill, Fort Worth, Texas; County Clerk's office at Tulla. Cash deposit of \$10 will be required to secure plans; certified check for 2 per cent. of bid; W. B. Hale, County Judge.

DWELLINGS

Baltimore Md.—August Weber, president German Savings Bank of Baltimore City, Baltimore and Holiday Sts., awarded contract to Frank Novak of Novak & Hirt, 2800 Jefferson St., Baltimore, for erection of 14 dwellings on Darley avenue; two stories; 11x12 feet; brick; cost about \$14,000; and 5 on Harford avenue; two stories; brick; 15x15 feet; cost \$5000; plans by Joseph F. Hirt of Novak & Hirt, 2800 Jefferson St., Baltimore.

Baltimore, Md.—John A. Yake, president Kohler Manufacturing Co., 15 East Lombard St., awarded contract to Gladfelter & Chambers, 2072 Woodberry Ave., Baltimore, for erection of residence at Park and Mt. Royal avenues, recently mentioned; three stories; buff brick, with brownstone trimmings; hardwood floors; hot-water heat; electric lights; cost of construction alone, \$17,750; plans by Joseph Evans Sperry, Calvert Bldg., Baltimore.

Baltimore, Md.—George Probst, Jr., 13th St. and Walbrook Ave., recently noted to award contract to George R. Morris, 808 Equitable Bldg., Baltimore, for erection of residence on Elinore avenue, will erect structure two stories and attic; 26x32 feet; steam heat; electric lights; floors of main rooms to be hardwood; two bathrooms; cost \$4000.

Baltimore, Md.—Charles H. Stone, 1927 West Lombard St., has had plans prepared by Jacob F. Gerwig, 210 East Lexington St., Baltimore, for 17 dwellings recently noted to be erected on Saratoga street; two stories; brick; sites each 15x50 feet.

Baltimore, Md.—George L. Dorsey, 3341 East Baltimore St., has had plans prepared by Jacob F. Gerwig, 210 East Lexington St., Baltimore, for four residences on Garrison avenue; semi-detached; two stories; brick; 16x48 feet; cost of each, \$1800.

Baltimore, Md.—Jerome G. Daneker, 516 Equitable Bldg., has had plans prepared by J. F. Hampton, 25 Lovegrove alley, Baltimore, for six buildings on Cole street; 14x52 feet; store and dwellings; ordinary construction; hot-air heating; gaslighting; cost \$9000; construction by owner.

Baltimore, Md.—G. Milton Linthicum, The Walbert, Lafayette Ave. and Charles St., has had plans prepared by Herbert G. Crisp, Calvert Bldg., Baltimore, for residence; two and a half stories; frame; site 28x58 feet; cost \$4500; construction by S. Linthicum, Jr., Courtland and Saratoga Sts., Baltimore. (Recently mentioned.)

Baltimore, Md.—Filmore Carter, 1019 Milton Pl., owner, will construct seven two-story brick dwellings, plans recently noted prepared by Jacob F. Gerwig, 210 East Lexington St.; gas and electric lighting; hot-air heat; cost \$2000 each.

Birmingham, Ala.—R. E. Cooper will erect two-story frame residence; ordinary construction; electric lighting; cost \$3000; plans and construction by owner.

Charlotte, N. C.—W. T. Wohlford, R. F. D., Charlotte, awarded contract to J. D. Foord for erection of 10-room residence; frame; ordinary construction; hot-water heat; electric lighting; cost \$7500; plans by Louis H. Asbury, Charlotte.

Chattanooga, Tenn.—R. C. Sauls, James Bldg., has awarded contract to Leiker Bros., East Chattanooga, for construction of stone foundation for proposed \$3800 residence at Ridgedale (suburb); pressed-brick front;

metal-shingle roof; tile porch floor; basement, brick with concrete floor; cabinet mantels; plumbing; electric and gas lighting; hot-water heating; plans by Adams & Alsip, James Bldg., Chattanooga.

Chattanooga, Tenn.—R. T. Wright, Temple Court, will erect \$2500 two-story frame dwelling, with basement, at Ridgedale (suburb); plumbing; cabinet mantels; tile or cement walks; electric lighting; day's work; owner has commenced construction.

Chattanooga, Tenn.—D. L. Grayson, Times Bldg., awarded contract to Geo. Lerch, R. F. D. No. 1, Highland Park Station, Chattanooga, for erection of proposed two one-story frame dwellings at Highland Park; to have five rooms and bathroom each; shingle roofs; hard pine interior finish; gas and electric lighting; cabinet mantels.

Chattanooga, Tenn.—Howard Eggleston, recently noted to have received contract for erection of residence for S. G. Gentry, James Bldg., will purchase all material for structure, in accordance with contract, which is on "cost-plus-a-fixed-sum" basis. (Recent mention slightly incorrect.)

Chattanooga, Tenn.—S. S. Price, 265 East Main St., will erect \$4000 residence on Read avenue; one story and basement; brick; slate and tile roof; oak and hard pine interior finish; tile and cement floors; cabinet mantels; plumbing; hot-water heating; electric and gas lighting; plans by Chas. E. Bearden, Chamberlain Bldg., Chattanooga; contractor, T. S. Moudy, James Bldg., Chattanooga.

Clarksburg, W. Va.—Gladden & Alexander will erect seven-room house on High School street; plans by A. P. Gladden, Clarksburg; first story, cement block; second story, shingle; slate roof; hard wall plaster; hardwood trimmings and mantels; tile; grates; water and gas plumbing; light fixtures; cost \$3800.

Clarksburg, W. Va.—Clarence Waldeck will erect eight-room residence on Hickman street; plans by A. P. Gladden, Clarksburg; slate roof; hard wall plaster; hardwood trimmings, floors and mantels; plumbing; electric wiring; lighting fixtures; cost \$3500.

Dallas, Texas.—B. R. Blunt will erect eight-room brick veneer residence to cost \$5200.

Dalton, Ga.—Joe Russell will erect residence.

Gainesville, Ga.—Charley Wallace will erect residence.

Greenville, S. C.—Chas. Allen is having plans for two-story residence prepared by F. H. & J. G. Cunningham, Greenville; stucco and shingle construction; electric lighting; cost \$3200.

Greenville, S. C.—E. B. Patterson will erect two-story residence after plans by F. H. & J. C. Cunningham, Greenville; shingles; electric lighting; steam heat; cost about \$4000.

Hill City, Tenn.—T. I. Wilson, 601 Broad St., will erect brick dwelling at 308 Forest avenue; two stories and basement; concrete foundations; slate roof; oak and hard pine interior finish; cabinet mantels; plumbing; electric lighting; plans by Chas. E. Bearden, Chamberlain Bldg., Chattanooga.

Kansas City, Mo.—Hugh E. Brown will erect two-story residence; cost \$10,000.

Knoxville, Tenn.—Henry Brandau will erect 10-room residence, to cost about \$4000.

Millwood, Va.—Mrs. Henry B. Gilpin, 1230 St. Paul St., Baltimore, Md., is having plans prepared for erection of colonial mansion at Millwood; cost \$25,000.

New Orleans, La.—Mrs. A. Meyer is having plans prepared by S. P. Simone, New Orleans, for two-story residence.

New Orleans, La.—A. Grafflini is having plans prepared by S. P. Simone, New Orleans, for residence.

New Orleans, La.—David Burkenroad awarded contract to J. W. Markel, New Orleans, for erection of two-story frame residence.

New Orleans, La.—F. Wahlle will erect residence; double; two stories.

New Orleans, La.—J. W. Cousins has had plans prepared by Hans A. Diettel, New Orleans, for residence; two stories; frame; cost about \$5300.

New Orleans, La.—W. H. Douglas awarded contract to A. F. Kiern, 1226 St. Philip St., New Orleans, for erection of proposed residence; plans by Henry Kocke & Co., New Orleans; two-story building; frame; ordinary construction; cost \$5800.

Norfolk, Va.—Aaron Seldner will erect \$9000 residence.

Norfolk, Va.—C. Billups awarded contract to Dear & Totty, Norfolk, for four brick

dwellings, to cost \$8000. (Recently mentioned.)

Norfolk, Va.—J. H. Pierce will erect two double brick dwellings, to cost \$10,000.

Norfolk, Va.—C. E. Hall will erect five white sand-lime brick dwellings.

Norfolk, Va.—Joseph B. Ennis awarded contract to D. T. Rife, Norfolk, for frame residence.

Norfolk, Va.—J. T. Carey will erect residence; press brick and stone with terracotta finishings; doors and windows of plate glass; cost \$8000; plans by Ferguson & Chandler, Norfolk.

Norfolk, Va.—J. H. Pierce will erect four dwellings; brick; cost about \$10,000; owner will supervise construction.

Oklahoma City, Okla.—W. L. Peck, owner, 212 Sec. Bldg., will erect by day's labor three dwellings recently mentioned; frame; gas heating; electric lighting; plans by owner.

Roland Park, Station L, Baltimore, Md.—Eugene S. Newbold, president American Lighting Co., 831 Greenmount Ave., recently noted as awarding contract to Roland Park Company, Roland Park, for erection of residence in Roland Park, will erect structure three stories high; colonial style; hot-water heat; electric lights; frontage 60 feet; cost \$14,000; plans by Edwin Palmer, 112 Elmhurst Rd., Roland Park.

Shelby, N. C.—J. R. Moore will erect residence.

Sherman, Texas.—T. W. Gill, Box 334, Sherman, has prepared plans for eight-room residence; owner's name not announced; frame structure; closets, baths, etc.; cost \$4000.

St. Louis, Mo.—Celestine Real Estate Building & Construction Co. will erect, it is reported, 30 or more dwellings of seven to nine rooms; brick; cost from \$4000 to \$6000 each.

St. Louis, Mo.—Martin Shaughnessy, 216 Ozark Bldg., awarded contract to Moritz Eysell, Odd Fellows Bldg., St. Louis, for erection of residence recently mentioned; two and one-half stories; hot-water heat; electric lighting; cost \$50,000; plans by Barnett, Haynes & Barnett, Frisco Bldg., St. Louis.

Tampa, Fla.—Mrs. S. C. Hammersley has awarded contract to D. C. Walker, Tampa, for erection of two-story dwelling; cost \$4500; plans by Bonfoey & Elliott, Tampa.

Tulsa, Okla.—Prudential Investment Co., L. K. Cone, president, awarded contract to Rouch Bros., Tulsa, for erection of four six-room and four eight-room houses; electric and gas lighting; cost \$22,000.

Washington, D. C.—A. C. Hathaway, 1326 New York Ave. N. W., Washington, has had plans prepared by M. Lepley for erection of frame dwelling; two stories; cost \$4000; George C. Hough, contractor, 1333 G St. N. W., Washington.

Washington, D. C.—Zepp Bros., 1305 F St. N. W., has had plans prepared by A. H. Beers, 1333 G St. N. W., Washington, for three dwellings at 1661 to 1665 Kramer street N. E.; two stories; brick and frame; cost about \$3000; owner is builder.

GOVERNMENT AND STATE BUILDINGS

Columbia, Tenn.—Postoffice.—George Moore & Sons, Nashville, Tenn., have contract at \$45,700 to erect U. S. postoffice at Columbia.

Greenville, Texas—Postoffice.—Fell & Ainsworth, Waco, Texas, have contract at \$53,250 to erect United States postoffice at Greenville.

Winchester, Va.—Postoffice.—Plans have been prepared, it is reported, for United States postoffice to be erected in Winchester at cost of about \$80,000; colonial architecture; James Knox Taylor, supervising architect, Treasury Department, Washington, D. C.

HOTELS

Clarksburg, W. Va.—A. P. Gladden, Clarksburg, has prepared plans for two-story brick addition to Brunswick Billiard Parlors; second story to be occupied by Mrs. Emsy in connection with Commercial Hotel; addition 25x62 feet; metal ceiling; hard wall plaster; hardwood trimmings and floors; composition roof; plumbing; electric wiring; cost \$4000.

Clarksburg, W. Va.—Mrs. Frank Flanagan will erect 30-room hotel; plans by A. P. Gladden, Clarksburg; ready for estimates; first story, cement block; second and third stories, brick; fourth story, mansard, slate; hardwood trimmings; three bathrooms; lavatories and sinks; laundry; mantels; tile; grates; gas and electric lighting; hard wall plaster; cost \$25,000; plans by A. P. Gladden, Clarksburg.

Chattanooga, Tenn.—John Shamotulski and

others are considering rebuilding of Lookout Inn, recently burned; new structure will probably contain from 100 to 150 rooms, be of fireproof construction, etc.

Grafton, W. Va.—John T. McGraw will erect hotel.

Pensacola, Fla.—Charles A. Dexter, Chicago, Ill., has, it is reported, purchased 2300 acres of land near Pensacola, and contemplates building hotel, etc.

Sherman, Texas.—Brickley Hotel will erect four-story addition; plans by W. T. Gill, Box 334, Sherman; cost about \$25,000.

St. Louis, Mo.—Marquette Hotel Investment Co. will not erect addition to Marquette Hotel lately reported.

Washington, D. C.—Edward B. Gresham, Charlotte, N. C., is promoting organization of company to erect hotel in Washington; to be 10 stories above ground and have basement and sub-basement; fireproof construction; gray Indiana limestone and brick; roof garden; estimated cost, \$400,000.

MISCELLANEOUS STRUCTURES

Baltimore, Md.—Hospital.—Johns Hopkins Hospital awarded contract to B. F. Bennett Engineering Co., 123 South Howard St., Baltimore, for erection of proposed addition to Phipps Dispensary at Johns Hopkins Hospital; three-story brick building; 32x47 feet; combination ordinary and fireproof construction; hot-water heat; electric lighting; cost about \$13,000; equipment to cost \$30,000; plans by Archer & Allen, Central Savings Bank Bldg., Baltimore.

Berkley, P. O. Norfolk, Va.—Business Building.—Joseph A. Wallace will erect brick business building; will be divided into two stores.

Birmingham, Ala.—Stores and Offices.—Messrs. Burgin, Hawkins & Abbott awarded contract to C. M. Allen, Birmingham, for erection of proposed store and office building; three-story brick structure; 50x66 feet; cost \$15,000; stores on first floor; offices above; plans by W. C. Chaffee, Birmingham.

Brady, Texas—County Jail.—McCulloch county is considering erection of county jail. Address McCulloch County Commissioners.

Burns, Tenn.—Barn.—J. E. Reeder and W. McWilliams will erect livery barn.

Chattanooga, Tenn.—Mercantile Building.—Stone Fort Land Co. will erect five-story brick mercantile building, with basement, at Market and A streets; size, 50x100 feet; composition roof; concrete basement floor; steam heat; gas and electric lighting; passenger and freight elevators; no general contract to be awarded; construction controlled by architect, W. T. Downing, James Bldg., Chattanooga; building to be occupied by Knox Bros. & Thomas, wholesale hatters, present address 609 Market street, Chattanooga.

Clarksburg, W. Va.—Business Building.—Clarksburg Supply Co. will erect three-story brick building; plans by A. P. Gladden, Clarksburg; plate-glass front; hardwood floors and trimmings; hard wall plaster; plumbing; electric lighting; tin roof (No. 40 coated tin); mantels; tile; grates; cement basement floor; cost \$9000; apartments on third floor.

Clarksburg, W. Va.—Billiard Parlors, etc.—A. P. Gladden, Clarksburg, has completed plans for proposed two-story brick addition to Brunswick Billiard Parlors. (See "Hotels.")

Dallas, Texas—Business Building.—H. H. Hartman, care of Aug. A. Busch Company, awarded contract to Alex. Watson, Dallas, for erection of business building recently mentioned; plans by Lang & Wittichell, Dallas; two-story brick structure; 75x100 feet; mill construction; gas; steam heat; electric lighting; cost \$22,000; five storerooms; flats above.

Dallas, Texas—Business Buildings.—Murphy & Bolanz will erect business building; three stories; brick; 25x35 feet; cost \$12,350.

El Paso, Texas—Clubhouse.—Toltec Club will, it is reported, erect \$100,000 clubhouse.

Galveston, Texas—Clubhouse.—R. L. Bettison will erect clubhouse; two stories; frame; 150x45 feet; about 25 sleeping rooms on second floor; cost about \$10,000; will also erect L-shaped fishing pier.

Horn Island (not a P. O.), Miss.—Clubhouse.—J. C. Longstreet, Alfred Galloway and others, all of Jackson, Miss., will erect clubhouse at Horn Island; J. F. Galloway, Gulfport, engineer in charge.

Lexington, Ky.—Home.—Knights of Pythias had plans prepared by Lanham Robertson, Covington, Ky., for addition to Pythias Widows and Orphans' Home; colonial style; architect will superintend construction.

Little Rock, Ark.—Home.—Ada Thompson Memorial Home is having plans prepared by

Gibbs & Sanders, Little Rock, for home building.

Lunenburg, Va.—Lunenburg county awarded contract to George G. Smith, 33 Haywood St., Lunenburg, for erection of proposed county jail; cost about \$14,000.

Natchez, Miss.—Sanitorium.—Natchez Sanitorium incorporated with \$10,000 capital stock by W. H. Aikman, L. H. Lamkin and others.

Newnan, Ga.—Store Building.—W. S. Askew Company, owners, prepared plans for and will construct wholesale grocery building recently noted; size 80x100 feet; electric lighting; to be occupied by Bradley-Banks Company.

Pineville, Ky.—Business Building.—Miss Sallie Hoskins will erect brick business building.

Roanoke, Va.—Store.—A. B. Stanley will rebuild two-story brick structure recently reported burned; 40x70 feet; steam heat; cost \$4000; plans and construction by owner.

San Angelo, Texas—Business Building.—C. E. Mays is having plans prepared for three-story business building.

San Angelo, Texas—Business Building.—T. W. Conerly will erect three-story business building.

Spotsylvania, Va.—County Jail.—Spotsylvania County Commissioners contemplate erection of county jail in Spotsylvania.

St. Petersburg, Fla.—Business Building.—First National Bank will erect business building; one story; pressed brick; will contain two business rooms to be occupied by Eagle Bakery and Mangold & Turner, plumbers.

St. Louis, Mo.—Business Building.—Mansut Realty Co., E. A. Manny, J. L. Mauran and Wm. Sunderland, will erect building.

St. Louis, Mo.—Mercantile Building.—Mississippi Valley Trust Co. has had plans prepared by Theodore C. Link, St. Louis, for proposed mercantile building to be occupied by Roberts, Johnson & Rand Shoe Co.; 10 stories and sub-basement; 107x133 feet; fireproof; skeleton steel-frame work; total floor space, 150,000 square feet; light limestone, with granite trimmings; cost about \$500,000.

Tipton, Va.—Skating Rink, etc.—Baker & Wells of Tipton have contract to erect poolroom, skating rink, dancing pavilion, etc., at Iron Lithia Springs.

Washington, D. C.—Auditorium.—National Auditorium Co. incorporated with \$500,000 capital stock by C. C. Glover, president Riggs National Bank, 1503 Pennsylvania Ave.; Geo. E. Hamilton of Hamilton, Colbert, Yerkes & Hamilton, Century Bldg., and others; to erect auditorium and convention hall with seating capacity of about 12,000.

Ybor City, Fla.—Business Building.—Crenshaw Bros. purchased lot 70x95 feet, and will erect business building.

MUNICIPAL BUILDINGS

Hillsboro, Texas—City Hall and Fire Station.—City will vote on issuance of about \$35,000 of bonds for erection of City Hall and fire station and other improvements. Address The Mayor. (Recently mentioned.)

Newport News, Va.—City Home.—E. F. Pland & I. S. Davis (probably of Newport News) are lowest bidders at \$1985 for erection of almshouse in Elizabeth City county; plans by City Engineer call for brick structure with slate or tin roof.

Oklahoma City, Okla.—Library.—W. J. Spradlin (probably of Oklahoma City) has begun, it is reported, construction work on proposed \$25,000 addition to Carnegie Library, for which he has secured contract.

RAILWAY STATIONS

Beaumont, Texas.—St. Louis & San Francisco Railway system, J. H. Elliott of Beaumont, general manager Beaumont, Sour Lake & Western Railway (branch line), will erect passenger station at Beaumont recently reported; plans not determined.

Memphis, Tenn.—Memphis Railroad Terminal Co., John H. Watkins, president, 618 Goodwyn Institute, has instructed its engineers and architects to revise plans and begin other necessary work preliminary to erection of proposed union passenger station and terminal yards; it is stated that changes made in ordinance as passed, from original ordinance as introduced by terminal company, will necessitate redrawing of plans and making of new surveys for much of the work. Preliminary sketches for passenger station proper have been prepared some time ago, but directors of company have not approved any definite plan; W. R. Harrison, chief engineer, will begin work at once on detailed drawings; construction work on

the station will probably not begin before next summer, but it is expected to commence grading as soon as surveys have been made; work on condemnation suits has begun; estimated expenditure, \$3,000,000. (Recently mentioned.)

Morehouse, Mo.—St. Louis & San Francisco Railroad, J. F. Hinckley, chief engineer, St. Louis, Mo., will rebuild burned depot according to company's standard and by company's force.

San Antonio, Texas.—Southern Pacific Railway, W. G. Van Vleck, Houston, Texas, manager of Texas lines, awarded contract to Brooks-Gordon Construction Co., Houston, Texas, for erection of freight depot in San Antonio; reinforced concrete; consists of two buildings, each 385 feet long and 75 feet wide, one for loading and other for unloading; estimate cost, \$100,000.

SCHOOLS

Abingdon, Va.—Martha Washington College is considering erection of \$25,000 dormitory building.

Glencoe, Md.—Baltimore county is having plans prepared for agricultural high-school building in Glencoe. Address Baltimore County Commissioners, Towson, Md.

Hartshorne, Okla.—City will open bids November 29 for erection of 10-room fireproof school building recently mentioned; brick and stone; hot-water heat; electric lighting; cost \$17,000; W. E. Robbins, secretary.

Langston, Okla.—Board of Regents, Oklahoma State Normal Schools, Guthrie, will receive bids for material and labor until November 28 (postponed date) for erection of main building of Colored Agricultural and Normal University at Langston; plans by C. H. Sudholter & Co., Muskogee, Okla.; fireproof structure; cost \$65,000; John L. Mitch, secretary board. (Recently mentioned.)

Liberty, N. C.—City will erect proposed \$10,000 schoolhouse; two stories; 6½x29 feet; ordinary construction; hot-air heat; gasoline lighting; plans by W. L. Brewer, Greensboro, N. C.; construction by day labor, supervised by building committee, Jas. F. Pickett, chairman.

Moorhead, Miss.—City will vote December 8 on \$10,000 bond issue for erection of school building. Address The Mayor.

Muskogee, Okla.—City contemplates vote on \$200,000 bond issue for school buildings. T. H. Martin is Mayor.

New Orleans, La.—McDonogh School Commissioners, Treasurer of New Orleans, Room 2 City Hall. Sealed proposals will be received until December 16 for building schoolhouse to replace McDonogh No. 16, in accordance with plans and specifications and invitation for bids on file in office of Andry & Bendernagle, architects, Room 706 Tulane-Newcomb Bldg., Camp St. Bids for demolition of present buildings will be received until November 27. Martin Behrman is president and T. F. Hartel secretary Board of School Commissioners.

Newberry, S. C.—City contemplates voting on \$30,000 bond issue for erection of school buildings. Address The Mayor.

Oklahoma City, Okla.—Board of Education engaged Layton & Smith, Oklahoma City, to prepare plans for \$300,000 high-school building recently mentioned; fireproof structure; architects and members of board to examine other large school buildings before plans are perfected; Frank J. Merrill, chairman building committee.

Park, P. O. Knoxville, Tenn.—City awarded contracts to Ricon Company, Knoxville, for erection of addition to school building and to Ahler Plumbing Co., Knoxville, for heating and plumbing.

Raleigh, N. C.—State Institute for Blind awarded contract to John W. Coffee & Co., Raleigh, for erection of proposed library building; plans by Barrett & Thomson, Raleigh; fireproof structure; one story; 40x40 feet; tile floor and roof; steam heat from present power plant; cost, including plumbing, etc., \$5000.

Tulsa, Okla.—Tulsa School District awarded contract to I. P. Buck, Tulsa, for erection of three eight-room school buildings; reinforced concrete fireproof construction; steam heat; gas and electric lighting; fans; cost \$90,000 (for three structures); plans by J. J. Glandfield. (Previously mentioned.)

Walter, Okla.—City has voted issuance of \$30,000 school bonds. Address The Mayor.

THEATERS

Baltimore, Md.—Pearce & Scheck, 223 North Calvert St., are having plans prepared by A. Lowther Forrest, 411 St. Paul st., Baltimore, for remodeling building at northeast corner Baltimore and Holiday streets as moving-

picture theater; ordinary construction; steam heat; bids to be opened December 12.

Mt. Savage, Md.—A. Bailey, proprietor Bijou Electric Theater, Lonaconing, Md., does not contemplate erection of theater at Mt. Savage, but will only alter front of building.

St. Louis, Mo.—S. B. Roff & Co. will erect moving-picture theater; two stories; 50x167 feet; brick; seating capacity, 600; estimated cost, \$15,000.

WAREHOUSES

Aberdeen, Miss.—Aberdeen Union Warehouse Co. organized with \$10,000 capital stock; W. H. Kolb, president; B. T. Nichols, vice-president, and J. W. Adams, secretary.

Baltimore, Md.—Terminal Warehouse Co., Robert H. Powell, president, Pleasant and Davis Sts., has had plans prepared by Owens & Sisco, 1605 Continental Bldg., Baltimore, for addition to warehouse at Monument and Constitution streets; four stories; 140x150 feet; structural steel frame; concrete foundations; metal siding; steam heat; electric wiring; fireproof floors; three electric elevators; to be used for storing machinery and other heavy goods; estimated cost, \$120,000; contractors estimating include Charles L. Stockhausen, National Marine Bank Bldg.; Morrow Bros., 216 West Saratoga St.; B. F. Bennett Building & Engineering Co., 123 South Howard St., all of Baltimore.

Baltimore, Md.—Theodore G. Lurman of Theodore G. Lurman & Co., Stewart Bldg.; Samuel H. Lyons, 101 East Preston St., and others will erect five-story warehouse at Pratt and Gay streets, instead of two-story building at first contemplated; plans by Joseph Evans Sperry, Calvert Bldg., Baltimore; structure will have fireproof ceilings and partitions; 28 feet 6 inches by 48 feet; concrete piling 22 feet below curb line; reinforced footing on top; steam heat; electric lighting; electric elevators; Chas. L. Stockhausen, National Marine Bank Bldg., Baltimore, is contractor. (Recently mentioned.)

Baltimore, Md.—Baltimore Fidelity Warehouse Co., 812 Continental Bldg., will erect additional story to building at York and Johnson streets; structure is about 93x195 feet, and proposed addition will cost about \$20,000; will have slag roofing; steam heat; electric elevators; McLaughlin Bros., 100 East Lexington St., Baltimore, are contractors; W. H. Emory, Jr., 415 Professional Bldg., Baltimore, is architect.

Jacksonville, Fla.—C. D. Fernandez, administrator of estate of Mary H. Bassett, will erect warehouse; two stories; brick; 65x119 feet.

Macon, Ga.—Willingham's Warehouse, recently reported incorporated by C. B. Willingham, Sr., and others, will not erect new building; will occupy warehouse already built.

Memphis, Tenn.—The Crane Company, Chicago, Ill., awarded contract to C. L. Gray Construction Co., Porter Bldg., Memphis, for erection of warehouse; reinforced concrete floors; brick walls; 87x100 feet; three stories; freight elevator; cost \$80,000; plans by Shaw & Pfell, Memphis. (Previously mentioned.)

Memphis, Tenn.—Barnes & Miller Hardware Co. awarded contract to McKnight & Barker, Memphis, for erection of three-story warehouse building recently mentioned; mill construction; 80x200 feet; cost \$50,000; plans by B. C. Alsop & Co., Randolph Bldg., Memphis.

New Orleans, La.—A. Grafflin is having plans prepared by S. P. Simone of New Orleans for warehouse.

Richmond, Va.—American Terminal Warehouse Corporation, William B. West, president, will proceed with construction of terminal warehouse system, consisting of about 40 stores, with frontage of 1500 feet; buildings to be fireproof, of reinforced concrete construction; plans provide for cold-storage plant, storage warehouse, bonded warehouse, power plant and elevator system; power plant will furnish power, light, heat and cold-storage for entire system; storage warehouse to be 100x100 feet, five stories high. D. I. Davis & Co., Chicago, Ill., and Carneal & Johnson of Richmond are architects and structural engineers. I. J. Smith & Co. of Richmond are contractors for concrete work, and William J. Ready of Richmond for brick and tile work. (Mentioned in August.)

Seguin, Texas.—Farmers' Union has had plans prepared by Robert Felsing of Seguin for warehouse; 60x200 feet; ironclad; estimated cost \$2500; contract awarded to John W. Goodwin, as recently mentioned.

Statesville, N. C.—Iredell Farmers' Union Warehouse Co. incorporated with \$10,000 capital stock by R. W. Pou, J. A. Early and others.

RAILROAD CONSTRUCTION

RAILWAYS

Bartlesville, Okla.—The Bartlesville Interurban Railway Co., according to information received by the Manufacturers' Record, is preparing to survey for an extension 17 miles north to Caney, Kan., and to connect there with the Southern Kansas Railway, which will build from Independence. Joseph J. Curl is president of the Bartlesville Interurban Railway Co. at Bartlesville, Okla.

Belington, W. Va.—The West Virginia Connecting Railroad Co., which is to build a line from Belington, W. Va., to Carnegie, Pa., is reported to have made final surveys from Belington to Waynesburg, Pa., 68 miles. J. V. Thompson of Uniontown, Pa., and D. S. Maroney, Farmers' Trust Building, Pittsburg, Pa., are interested.

Brooklet, Ga.—President J. N. Shearouse of the Shearwood Lumber Co., Shearwood, Ga., informs the Manufacturers' Record that the railroad it is building from Brooklet to Groveland, 17 miles, will be known as the Shearwood Railroad, and it will be extended as the needs of the lumber company require.

Burlington, N. C.—The Manufacturers' Record is officially informed that the Burghaw Interurban Co., recently reported incorporated with \$500,000 capital, will take over the rights, franchises, etc., of the Burghaw Traction Co. and will build and equip an electric interurban railway about eight miles long, connecting the towns of Burlington, Graham and Haw River. Engineers are at work and construction will begin about January 1. J. W. Murray will be president and J. H. Harden secretary.

Charleston, W. Va.—The Kanawha Valley Traction Co. will, it is reported, soon take up its plan to build an extension to St. Albans. E. W. Alexander is secretary and general manager at Charleston, W. Va.

Chattanooga, Tenn.—The Southern Railway Co., it is reported, will resume work shortly on its double track from Chattanooga to Ooltewah Junction, and also on the extension to Stevenson, Ala. W. H. Wells is engineer of construction at Washington, D. C.

Covington, La.—The New Orleans Great Northern Railroad is reported to have completed grading on its line northward as far as Ruby, Miss., 35 or 40 miles south of Jackson, and it is expected to complete grading to Selgers Switch, four miles south of Jackson, where connection will be made with the Illinois Central by December 15. The Illinois Central terminals will be used, according to a report from Jackson.

Dallas, Texas.—The Missouri, Kansas & Texas Railway, according to a report quoting J. W. Petheram, chief engineer at Dallas, will spend about \$300,000 for the contemplated extension of the Dallas yards.

Dallas, Texas.—The Dallas, Cleburne & Southwestern Railway, it is reported, will build extensions from Egan to Dallas, Texas, about 25 miles, and from Cleburne to Glen Rose, Texas, about 30 miles. J. W. Petheram, chief engineer of the Missouri, Kansas & Texas Railway at Dallas, Texas, may be able to give information.

Deepwater, W. Va.—Contractors for the Winding Gulf branch of the Virginian Railway are reported to have assembled forces to begin work on the 24 miles to be constructed. Three tunnels will have to be built, one 800 feet long, another 500 feet and another 400 feet. H. Fernstrom is chief engineer at Norfolk, Va.

Delhi, La.—An officer of the Missouri Pacific Railway informs the Manufacturers' Record that the extension of the Memphis, Helena & Louisiana Railway to Delhi, La., and other points will not be made in the near future. This denies a recent press report.

Fort Worth, Texas.—Charles Dickinson is reported to have taken up the plans to build the proposed Fort Worth & Albuquerque Railroad, which he estimates will cost \$20,000 per mile, including rolling stock.

Fort Worth, Texas.—The Fort Worth & Mineral Wells Electric Interurban Railway is reported to have been granted right of way and to have made survey. Frank Catt is chief engineer at 408 West Belknap St., Fort Worth, Texas.

Gainesville, Texas.—J. J. Moon of Gainesville, Texas, is reported to have purchased the entire outfit of the Tenney Construction Co. of Silver City, N. M., which had the contract to grade the Gainesville, Whitesboro & Sherman Railway, on which work was suspended several weeks ago. It is said that work will be resumed soon.

Gassaway, W. Va.—An officer of the Coal & Coke Railway Co. informs the Manufacturers' Record that it is contemplated to

build a branch from Gassaway to Sutton, W. Va., six miles. A press report also says that preliminary surveys are being made for an extension to connect with the Buckhannon & Northern Railroad.

Glenwood, Ark.—The A. L. Clark Lumber Co. of Gilmer, Texas, will, it is reported, transfer their headquarters to Glenwood, Ark., and build a railroad from Glenwood to Hot Springs, 36 miles.

Gulftport, Miss.—An ordinance has been agreed upon granting a franchise in Pass Christian, Miss., for the proposed extension of the Gulfport & Mississippi Coast Traction Co. Capt. J. T. Jones of Gulftport, Miss., is president. He is quoted as confirming the report that the company contemplates completing its line into Pass Christian and building an electric-light plant. The estimated cost is about \$300,000.

Huntsville, Ala.—Grading is reported resumed by Bennett & Co. on the Nashville & Huntsville Railroad.

Huntsville, Ala.—Col. James F. O'Shaughnessy of New York, it is reported, expects to soon close a deal for the proposed electric railway from Huntsville to Monte Sano.

Jackson, Miss.—Agents for a new syndicate are reported to be securing rights of way for a belt line railway in Jackson. Both local and out-of-town capital is said to be interested. The Board of Trade may be able to give information.

Kingston, La.—The Kingston Railway Co. is reported incorporated to build a standard-gauge railway from Kingston to other points in Louisiana; capital \$10,000. W. R. Bradford is president and R. E. Comegys is secretary and treasurer, both at Shreveport, La.

Lawton, Okla.—The Lawton, Wichita Falls & Northwestern Railway, it is reported, will begin work immediately on an extension of 17 miles from Emerson to Lawton. J. E. Kirkes is the contractor, as heretofore reported. J. M. Bellamy of Lawton is president and general manager.

Martinsburg, W. Va.—The Berkley Traction Co., which has been granted a franchise in Martinsburg, will, it is reported, build a line to Williamsport, Md. J. C. Anderson and R. M. Johnson of Norfolk, Va., are interested.

Memphis, Tenn.—The Lakeview Traction Co. is reported to have graded five miles of line on its road from Memphis to Lakeview, Miss., 12 miles.

San Antonio, Texas.—The Artesian Belt Railroad Co. has been granted the charter asked for to build from Macdonia to Simmons City, Texas, 70 miles. Dr. Charles F. Simmons of San Antonio, Texas, and Excelsior Springs, Mo., is president, others interested being A. M. Bates of Excelsior Springs, Mo.; E. P. Simmons, Robert Clarke, C. N. Peamster and others of San Antonio, Texas.

San Antonio, Texas.—The Manufacturers' Record is informed that the Texas Short Line Railroad has 17 miles graded on its proposed line, and desires to close a deal with a contractor to grade eight miles more and lay track, besides completing bridges and other structures. John D. Harkman, attorney, may be addressed at 2124 West Commerce St., care Substation A, San Antonio, Texas.

Sherman, Texas.—David Light of Sherman is reported to be projecting an electric railway from Sherman to San Antonio, Texas.

Spartanburg, S. C.—The Carolina, Clinchfield & Ohio Railway will, it is reported, establish coal yards on 48 acres of land adjoining Spartanburg. Three sidetracks a mile long will be constructed, besides sundry yard tracks. M. J. Caples is chief engineer at Johnson City, Tenn.

Temple, Texas.—Official to the Manufacturers' Record: Details of the proposed improvements by the Gulf, Colorado & Santa Fe Railway at Temple and vicinity are not yet prepared and their extent is not decided.

Townsend, Tenn.—Superintendent J. P. Murphy of the Little River Railroad & Lumber Co. is reported as saying that the extension of 18 miles from Townsend, Tenn., to Elk Mountain, in Sevier county, will be completed by January 1.

Waxahatchie, Texas.—Reported that a franchise has been granted to Howard M. Hyatt, secretary of the Empire Construction Co. of Kansas City, and A. C. Harrington, civil engineer, for an interurban railway through Waxahatchie to Dallas, Cleburne and Fort Worth. There will be three miles of track in Waxahatchie.

Waycross, Ga.—John M. Hopkins, engineer for the Hebard Cypress Co. of Scranton, Pa., has, it is reported, begun survey for the railroad which the company proposes to build out of Waycross.

STREET RAILWAYS

Baltimore, Md.—Operation of the Baltimore & Halethorpe Railway has begun by the United Railways of Baltimore, the line being three miles long, from Wilkens avenue to Halethorpe, Md.

Clarksville, Ga.—The Clarksville Railway Co. has been chartered to build a street railway; capital, \$10,000. E. S. Hunnicutt, Robert McMillan and others are the organizers.

El Paso, Texas.—The City Council has decided to submit to a vote of the people the application of Frank R. Tobin for an electric-railway franchise in El Paso, and thence to Fort Bliss and the town of Tobin.

Montgomery, Ala.—Richard Tillis, who purchased the Montgomery Traction Co., is reported to have already begun work on a series of improvements, including the laying of heavier rail. W. J. Ginnivan is superintendent.

Yazoo City, Miss.—Superintendent Pocklington of the Municipal Street Railway is reported as saying that the line will be completed by Christmas. Track is all laid on the two main lines. W. F. Cummins, Jr., City Clerk, will receive bids until 8 P. M. December 14 for a 10-year lease of the railway.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Assayers.—C. W. Siever, Keyser, W. Va., wants to correspond with assayers. (See "Mining.")

Beltting.—See "Distilling Equipment."

Boiler.—Ball & Pouch Lumber Co., Newport News, Va., wants second-hand boiler. (See "Hoisting Engine and Boiler.")

Boilers.—International Fruit & Vintage Co., 911 Henry Clay Ave., New Orleans, La., wants prices on boiler. (See "Distilling Equipment.")

Box Cars.—A. V. Kaiser & Co., 739 Drexel Bldg., Philadelphia, Pa., want several second-hand box cars; 50,000 to 60,000 capacity.

Boxing Material.—Pickering Governor Co., Portland, Conn., wants strong boxing material; cheaper than white pine; lighter weight than yellow pine; stock usually required in 10 and 12-inch widths, planed one side, three-quarters to seven-eighths inch thickness, depending on strength of material; wants to correspond with manufacturers.

Box Shooks.—Woodstock Hardwood & Spool Manufacturing Co., Box 615, Charleston, S. C., wants to buy within next 12 months 225 carloads box shooks, principally gum and pine.

Brass Ornamental Goods.—D. C. Jackson, 216 9th St., Lynchburg, Va., wants to correspond with manufacturers of and dealers in brass ornamental goods. (See "Housefurnishing Goods.")

Bridge Construction.—Bids will be received at office of W. Frank West, supervisor, Spartanburg county, Spartanburg, S. C., until December 3 for building Switzer Bridge over South Tiger River; bids to be received on both steel and wood structures; plans made known on day of letting. S. M. Bagwell, Clerk.

Bridge Construction.—Supervisors of LeFlore county, Greenwood, Miss., will award contract December 7 for making opening 150 feet long in levee recently built on public road southeast of Browning Crossing, on Southern Railway, and for building pile bridge across the opening; bridge to be in accordance with plans and specifications on file in Chancery Clerk's office; C. W. Crockett, clerk.

Broom Machinery, etc.—Pearl B. Bucy, Bartlesville, Okla., wants prices on broom, brush and mop machinery.

Cannery.—Medina Farmers' Union Gin Co., Medina, Tenn., wants prices on equipment

for cannery. Address W. T. Lewis, secretary.

Carpets, etc.—See "Housefurnishing Goods."

Concrete Mixers.—Unit Brick & Tile Co., Charlotte, N. C., in market for several power concrete mixers.

Cotton-mill Machinery.—C. A. Hunt, Jr., Lexington, N. C., will soon order carding and spinning machinery for 8306-spindle and 250-loom mill.

Cotton Machinery.—Jewel Cotton Mill, T. J. Lillard, treasurer, Room 6 Four Cs Bldg., Charlotte, N. C., wants bids on 6000 spindles and accompanying machinery.

Crane.—St. Louis Gravel & Sand Co., Richard G. Mincke, secretary, Syndicate Trust Bldg., St. Louis, Mo., wants prices on locomotive crane. (See "Mining Machinery.")

Cresosoting Plants.—Alexander Bros., Selmer, Tenn., want to correspond with operators of cresosoting plants.

Crusher.—Kirwan-Robirds Supply Co., 409 Exchange Pl., Baltimore, Md., in market for portable stone crusher with elevator and revolving screen. (See "Concrete Mixer, etc.")

Crushing Equipment.—Suburban Investment Co., 106 Fulton St., New York, wants portable stone-crushing outfit; also rolls for crushing sand. Write full particulars.

Distilling Equipment, etc.—International Fruit & Vintage Co., 911 Henry Clay Ave., New Orleans, La., wants prices on stills, engine, boiler, pumps, pipe, belting, tanks, fruit press, fruit cookers, cutters and dynamos and accessories.

Ditching Machinery.—See "Dredging Machinery, etc."

Ditching Plows.—John A. Dickson, 79 Dearborn St., Chicago, Ill., wants names and addresses of manufacturers of light ditching plows; to be drawn by four or six horses; with device for depositing earth on either side of ditch.

Dredging Machinery, etc.—Ohio & Texas Sugar Co., Brownsville, Texas, wants (small) dredging and ditch-making machinery.

Dredging.—Bureau of Yards and Docks, Navy Department, Washington, D. C., will open bids December 5 for building timber wharf, about 350x50 feet, and dredging about 40,000 cubic yards of mud, etc., at navy-yard, Norfolk, Va. Plans and specifications obtainable on application to bureau or to commandant of navy yard named. R. C. Hollyday, chief of bureau.

Dredging Machinery.—St. Louis Gravel & Sand Co., Richard G. Mincke, secretary, Syndicate Trust Bldg., St. Louis, Mo., wants prices on dredging machinery. (See "Mining Machinery.")

Electric Machinery.—International Fruit & Vintage Co., 911 Henry Clay Ave., New Orleans, La., wants prices on dynamos, etc. (See "Distilling Equipment.")

Electrical Machinery.—Jewel Cotton Mill, T. J. Lillard, treasurer, Room 6 Four Cs Bldg., Charlotte, N. C., wants bids on electric lighting and power machinery for 6000-spindle mill.

Engine.—The Register Company, Westminster, Md., wants prices on 25-horse-power side-crank steam engine.

Engine.—Fairfield Paper Co., Baltimore, Ohio, wants 25-horse-power left-hand steam engine.

Engines.—International Fruit & Vintage Co., 911 Henry Clay Ave., New Orleans, La., wants prices on engine. (See "Distilling Equipment.")

Excavating Machinery.—See "Steam Shovel."

Fencing.—E. A. Williams, Nashville, Ark., wants prices on 1400 feet steel picket fence; four feet six inches high; for cemetery enclosure.

Fire Protection.—See "Sprinkler System."

Filling.—Board of Supervisors of LeFlore county, Greenwood, Miss., will award contract December 7 for building two fills on A. O. Peterson public road, in Beat Two, according to plans and specifications on file in office of Chancery Clerk; exact location and approximate dimensions will be given on day of letting; C. W. Crockett, clerk.

Gas Mantels.—J. P. Anderson, care Cherokee Supply Co., Bartlesville, Okla., wants information relative to manufacture of mantels for natural-gas burners.

Gasoline Engine.—Kirwan-Robirds Supply Co., 409 Exchange Pl., Baltimore, Md., in market for gasoline engine and friction clutch. (See "Concrete Mixer, etc.")

Gaslighting.—Bids will be received at office of City Clerk, Tampa, Fla., until November 27 for lighting streets with about 300 gas lamps. Specifications may be obtained on application to City Clerk; W. Lesley Brown,

acting Mayor; John T. Gunn, president City Council.

Hardware.—See "Plumbers' Supplies."

Heating Plant.—Bids will be received at office of Charles E. Bolling, City Engineer, Richmond, Va., until December 3 for installing heating plant at City Auditorium; bidders to furnish plans and specifications in full for installing same; plans of auditorium building and necessary information furnished on application to above office; certified check, \$250.

Heating Plant.—Jewel Cotton Mill, T. J. Lillard, treasurer, Room 6 Four Cs Bldg., Charlotte, N. C., wants bids on heating plant for 6000-spindle mill.

Heating Plant.—C. T. Hardin, chairman building committee, R. F. D. No. 6, Lancaster, S. C., wants prices on steam or hot-air heating for small church building.

Heating Plant.—Fuller Combing Gin Co., 827 James Bldg., Chattanooga, Tenn., wants proposals for heating plant in large cotton-gin manufacturing plant at Rossville, Ga.

Hoisting Engine and Boiler.—Ball & Pouch Lumber Co., Newport News, Va., will buy second-hand hoisting engine and boiler; 12 to 20 horse-power, double cylinder, double-friction drum.

Hoisting Machinery.—St. Louis Gravel & Sand Co., Richard G. Mincke, secretary, Syndicate Trust Bldg., St. Louis, Mo., wants prices on hoisting machinery. (See "Mining Machinery.")

Housefurnishing Goods.—D. C. Jackson, 216 9th St., Lynchburg, Va., wants to correspond with manufacturers of and dealers in window-shade cloths of all kinds (opaque, etc.), window-shade rollers and fixtures, window-curtain poles and fixtures, lace curtains, portieres, carpets and rugs, matting and matting rugs, floor linoleums and oilcloths, picture moldings and frames, mirrors and mirror frames, brass ornamental goods, wall papers and other wall covering.

Humidifiers.—Jewel Cotton Mill, R. J. Lillard, treasurer, Room 6 Four Cs Bldg., Charlotte, N. C., wants bids on humidifiers for 6000-spindle mill.

Ice-cream Machinery, etc.—S. M. Smedley, 2213 West Broadway, Louisville, Ky., wants prices on ice-cream machinery and supplies.

Ice Machinery.—J. O. Boston, Marshallville, Ga., wants names of manufacturers of ice and refrigerating equipment.

Ice Plant.—Lexington Mills & Elevator Co., Lexington, Neb., wants prices on second-hand ice plant.

Iron Fittings.—See "Valves."

Levee Work.—See "Bridge Construction."

Locomotives.—J. H. Macleary, Suffolk, Va., in market for two small saddle-tank second-hand locomotives, 36-inch gauge, to weigh from seven to nine tons each; name lowest price, location, and send specifications.

Lighting.—City Council, St. Augustine, Fla., will open bids December 2 for lighting streets and public buildings by gas or electricity, or partly by each, for one year, beginning January 1, 1909, in accordance with plans and specifications on file in office of Jno. M. G. Carrera, City Clerk; bids to be filed in office of Mr. Carrera.

Lighting Plant.—C. T. Hardin, chairman building committee, R. F. D. No. 6, Lancaster, S. C., wants prices on gasoline lighting plant for \$4000 church building.

Locomotive.—American Metallic Packing Co., Phil J. Gormley, secretary, Lexington, Ky., wants locomotive; second-hand No. 1 order for 36-inch gauge wooden track, with two speeds; furnish cut with best cash price and full description.

Lumber.—See "Boxing Material."

Lumber and Piles.—Bids will be received at office of General Purchasing Officer, Isthmian Canal Commission, Washington, D. C., until December 3 for furnishing lumber and piles. Blanks and general information relating to circular (No. 451-B) may be obtained from above office or offices assistant purchasing agents, Custom-house, New Orleans, La., and 1086 North Point street, San Francisco, Cal.; also from the U. S. Engineer office in Galveston, Texas, and Chamber of Commerce and Board of Trade, Tacoma, Wash. F. C. Boggs, Captain, Corps of Engineers, U. S. A., General Purchasing Officer.

Mining Machinery.—St. Louis Gravel & Sand Co., Richard G. Mincke, secretary, Syndicate Trust Bldg., St. Louis, Mo., wants dredging, screening and hoisting machinery and locomotive crane.

Mirrors and Mirror Frames.—See "Housefurnishing Goods."

Nickel-plating Equipment.—Southern Structural Steel Co., San Antonio, Texas, wants small nickel-plating outfit for keys, small

knobs, etc.; capacity of tank, one dozen articles at one time.

Paving.—City of Tuscaloosa, Ala., will open bids November 27 for construction of about 7000 square yards of concrete sidewalks; profiles and specifications on file in office of W. H. Nicol, City Engineer.

Paving.—Bids will be received at office of W. B. Jones, City Clerk, Ada, Okla., until November 30 for paving Twelfth street with vitrified brick; width, 72 feet; cement filler; Portland cement concrete base of five inches; sand cushion of one inch; concrete curb drains and catch basins; according to plans and specifications of city engineer, on file in office of city clerk; certified check for 3 per cent. of bid.

Pipe.—See "Distilling Equipment."

Pipe.—People's Co-operative Plumbing Co., 212 Bourbon St., New Orleans, La., wants prices on iron sewer pipe. (See "Plumbers' Supplies.")

Plumbers' Supplies.—People's Co-operative Plumbing Co., 212 Bourbon St., New Orleans, La., wants prices on carload lots bathtubs, sanitary closets, lavatories, kitchen sinks, iron sewer pipes, and all hardware, connections, etc., pertaining to same.

Plumbing.—Fuller Combing Gin Co., 827 James Bldg., Chattanooga, Tenn., wants proposals for plumbing in large cotton gin manufacturing plant at Rossville, Ga.

Press.—See "Wheel and Axle Press."

Pump.—Fairfield Paper Co., Baltimore, Ohio, wants right-hand No. 2 centrifugal pump.

Pumps, Mangles, etc.—Bids will be received at office of John T. Hume, treasurer Southern branch, N. H. D. V. S., National Soldiers' Home, Va., until December 21 for ladder, sheet lead, parts for steam mangles, steam pumps, M. T. Davidson's and H. R. Worthington's Snow Steam Pump Works sewerage pumps, packing, etc.; to be in accordance with instructions and specifications, copies of which, with blank proposals and other information, may be obtained upon application to treasurer.

Pumps.—Jewel Cotton Mill, R. J. Lillard, treasurer, Room 6 Four Cs Bldg., Charlotte, N. C., wants bids on pumps for 6000-spindle mill.

Pumps.—International Fruit & Vintage Co., 911 Henry Clay Ave., New Orleans, La., wants prices on pumps. (See "Distilling Equipment.")

Pumping Engine.—Bids will be received at office of Water-works Commission, C. C. Dunn, president, Meridian, Miss., until December 8 for furnishing and erecting 5000-gallon horizontal cross-compound crank and flywheel pumping engine in accordance with plans and specifications on file in office of secretary of commission; specifications and blank proposal forms may be obtained at office of board; certified check, \$1000, to be deposited with J. A. Gibson, treasurer; W. F. Wilcox, engineer. (Date postponed from November 24, as recently stated.)

Railroad Equipment.—See "Box Cars."

Refrigerating Machinery.—See "Ice Machinery."

Refrigerating-machinery Manufacturers.—Hendrix-May Refrigerating Co., Atlanta, Ga., wants to correspond relative to placing order for manufacture of small device for cooling water or beer.

Reservoir Construction.—Bids will be received at office of Water-works Commission, C. C. Dunn, president, Meridian, Miss., until December 8 for furnishing tools and material in construction of reinforced concrete reservoir in accordance with plans and specifications on file in office of secretary of Water Commission. Specifications and blank proposal forms can be obtained at office of board; certified check, \$500, to be deposited with J. A. Gibson, treasurer; W. F. Wilcox, engineer. (Date postponed from November 24, as recently mentioned.)

Saw Carriage.—Davis Logging, Lumber & Tie Co., Jeff, Ky., will buy light and compact saw carriage for 20-horse-power mill.

Saws.—E. G. Morris, R. F. D. No. 2, Aniston, Ala., wants cut-off and rip-sawing machinery.

Screening Machinery.—St. Louis Gravel & Sand Co., Richard G. Mincke, secretary, Syndicate Trust Bldg., St. Louis, Mo., wants prices on screening machinery. (See "Mining Machinery.")

Screw Manufacturers.—Arthur Percival Collins, Central House, New St., Birmingham, England, wants to buy borings produced in manufacture of brass screws.

Sea Wall Construction.—United States Engineer's Office, Mobile, Ala.—Bids will be received until December 24 for construction of sea wall at Fort Morgan, Ala.; informa-

tion on application. H. Jervey, major, engineers.

Sewer Construction.—Jesse Field, City Clerk, Hobart, Okla., will receive bids until December 8 for furnishing material and constructing extension to sanitary-sewer system; will require about 910 feet of 12-inch, 1900 feet of 10-inch and 13,080 feet of 8-inch concrete or vitrified-clay pipe; 31 manholes and 6 flush tanks; plans and specifications on file in office of Mr. Field; certified check, \$1000; A. F. Hooper, Mayor; O. E. Noble, City Engineer.

Sprinkler System.—Jewel Cotton Mill, T. J. Lillard, treasurer, Room 6 Four Cs Bldg., Charlotte, N. C., wants bids on sprinkler system for 6000-spindle mill.

Steam Shovel.—John G. Duncan Company, Box 506, Knoxville, Tenn., wants jobbers prices and price to user, catalogues and cuts of machine to do work of steam shovel, and in addition thereto excavate dirt 18 or 20 feet below level of machine; must have boom similar to that of steam shovel for handling dirt after it is elevated.

Tin Signs.—Zebulon Supply Co., Zebulon, N. C., wants names of manufacturers of tin signs for nailing on trees, etc.

Valves, etc.—D. S. Miller, 1023 Maison Blanche, New Orleans, La., wants Southern agency for brass and iron valves and cast-iron fittings.

Ventilators.—Jewel Cotton Mill, T. J. Lillard, treasurer, Room 6 Four Cs Bldg., Charlotte, N. C., wants bids on ventilators for 6000-spindle mill.

Wall Paper.—D. C. Jackson, 216 9th St., Lynchburg, Va., wants to correspond with manufacturers of and dealers in wall paper. (See "Housefurnishing Goods.")

Water-works Machinery.—City of Uniontown, Ky., wants estimates from manufacturers on water-works machinery and supplies. For information address G. F. Cecil, manager Union Light & Power Co.

Wheel and Axle Press.—Howe Company, 247 West Main St., Louisville, Ky., wants 150 to 200-ton, second-hand, hydraulic wheel and axle press.

Wharf Construction.—Charlotte Harbor & Northern Railway Co., 317 Duval Bldg., Jacksonville, Fla., will receive bids until November 25 for construction of wharf at Boca Grande, Fla.; to be of lumber on piling; when completed will contain 250,000 feet of lumber and 600 piles; depth of water from 10 to 30 feet; plans and specifications can be seen at offices of company at Jacksonville or Hull, Fla.; G. S. Bruce, chief engineer.

Wheel and Axle Press.—American Metallic Packing Co., Walnut and Clark Sts., Lexington, Ky., wants wheel and axle press, 150 to 200-ton pressure, second-hand, for pressing car wheels on axles. Give full description, etc.

Wheelbarrow Parts.—Jackson Manufacturing Co., Harrisburg, Pa., wants carload of wooden handles, legs and crosspieces for wood-frame barrows.

Wire Cloth Manufacturers.—Arthur Percival Collins, Central House, New St., Birmingham, England, wants to buy brass wire scrap cuttings, clear and balled, ready for pot, from wire cloth manufacturers.

Woodworking Machinery and Supplies.—Tennille Manufacturing Co., Box 184, Tennille, Ga., wants machinery and supplies for making lathe and grille work, coffins, cabinet work, etc.

cant, as follows: "We like it the best of any grease we have ever used. Last year at this time our elevator required 700 pounds of ice per day to keep hot boxes 'down'; this year we are using Albany grease and no ice. I have destroyed all the iceboxes for good. The old saying, 'Grease is cheaper than machinery,' certainly holds good with us at the Milwaukee. Our boxes are getting in better shape right along."

A Tour to Savannah, Jacksonville and St. Augustine.

A delightful rest trip through the land of sunshine and flowers during the Christmas season has been arranged by the Merchants & Miners' Transportation Co., Light and German Sts., Baltimore, Md. This is called the teachers' Florida tour, personally conducted to Savannah, Jacksonville and St. Augustine, the steamer leaving Baltimore December 26 and returning on Saturday, January 2. This is an excellent opportunity to visit America's famous winter resorts under favorable auspices, and it may be of interest to mention that it is not limited to teachers. The company is distributing an interesting illustrated leaflet that presents photographic views and details of the tour.

Ball Engines in the South.

Manufacturing and other industrial activities in the South demand many steam engines for power purposes, and this trade has attracted the attention of leading engine builders. Among the latter is the Ball Engine Co., Erie, Pa., which has issued a list showing the extent and importance of its recent sales in the South. The list refers to nearly 30 engines of varying capacities, from 100 to 600 horse-power, purchased by some of the most prominent cities and companies, including cities of Rocky Mount, N. C.; LaGrange, Ga.; Carlsdale, Miss.; and Kansas City, Mo.; and Heine Safety Boiler Co., St. Louis, Mo.; Imperial Tobacco Co., Wilson, N. C.; McGraw Coal Co., Simpson, W. Va.; Tygart River Coal Co., Hardin, W. Va.; and various others.

Water-Softener News.

The American Water Softener Co., 1011 Chestnut St., Philadelphia, Pa., engineer, designer and manufacturer of water-softening and purifying plants, reports among its important unfilled orders several water-softening plants for the Seaboard Air Line Railroad in Florida; softeners for Joseph Brakeley, Freehold, N. J.; Eureka Mining Co., Joplin, Mo.; and Ismert-Hincke Milling Co., Kansas City, and special softening apparatus for the city of Tulsa, Okla. Some of the company's unfilled orders for filtering plants are: 1,000,000 gallons per day for Consumers' Gas Co., Toronto, Ontario; 1,756,800 gallons per day plant for Patchogue (N. Y.) Manufacturing Co., Patchogue, N. Y.; 250,000 gallons per day plant for Wm. H. Grundy & Co., Bristol, Pa.; 400,000-gallon per day plant for Kanawha & Michigan Railway; addition to filter plant at State Hospital for Insane, Danville, Pa., equal to daily capacity of 1,000,000 gallons.

American Compressor & Pump Co.

The American Compressor & Pump Co. recently completed its organization and will manufacture air and gas compressors, air receivers, high-duty vacuum pumps, pneumatic specialties, etc. It has established its offices in the Havemeyer Building, 26 Cortlandt St., New York, and its works at 17 East Pratt St., Baltimore, Md., in charge of Alexander Slaysman, Jr., of Slaysman & Co., engineers, machinists and manufacturers of automatic can-making machinery. The sales department is in charge of Frederick B. Vail, formerly with the American Air Compressor Works, and previously with the Clayton Air Compressor Works. The American Compressor & Pump Co. announces that its products are simple in design, durable, economic in power consumption and automatic in operation. Each machine is made to templates and gigs, and therefore all parts are interchangeable.

Decision on Expanded Sheet Metal.

Last month the United States Circuit Court of Appeals rendered an opinion in the case of the Expanded Metal Co. sustaining letters patent No. 527,242, granted October 9, 1894, to John F. Golding for a "Method of Making Expanded Sheet Metal." The court went into a complete and thorough decision of mechanical processes and methods and distinguished between methods, which are the mere functions of machinery, and an invention where a new and different result is produced, a difference as great as to supplant all previous results. In Golding's patent the mechanism by which the expanded metal was produced was not new, but the manner of its use was, giving a result not procured simply by superior workmanship.

Riddell Bros. of Atlanta, Ga.

An interesting publication is being distributed by Riddell Bros., engineers, machinists and electricians, 18 East Mitchell St., Atlanta, Ga. It refers to Ferrofix and its uses for brazing metals, the data including a description and various interesting illustrations of broken motor frames, engine frame housings, master gear segment, looms, etc., which have been successfully repaired with Ferrofix. It is understood that this is the only method of restoring broken castings to their original strength, and it is evident it will save time and money in case of a breakdown. Riddell Bros. have a complete modern shop, equipped with the latest machinery and a competent force of skilled workmen for undertaking all kinds of machine and engine repair work. They have a complete outfit for brazing cast iron by the Ferrofix process, and they are Southern agents for shop and territorial rights for the American Ferrofix Brazing Co., 1515 Sansom St., Philadelphia, Pa.

Replacing the Paris Telephone Exchange.

Among the buildings destroyed by the Paris fire of September 21 was the central telephone exchange. Its destruction isolated the city from Berlin, London and various French provinces. Telegraph lines, messenger service, special conveyances and emergency telephone equipments cared for business enterprise as best they could. Meanwhile the owners of the exchange conferred with Paris representatives of the Western Electric Co. of 463 West St., New York, and Hawthorne, Ill., relative to the manufacture of telephone apparatus to replace that destroyed. On September 22 the company cabled that its Hawthorne works could furnish their part of the equipment in less than 30 days. On September 24 Paris asked for switchboard cable and a few days later ordered 135,000 feet of line—more than 25 miles. This cable was in stock. It was immediately unwound from reels, the ends were paraffined, the cable was rewound on reels, then packed in waterproof cases and placed on the cars in less than two days. Moreover, the company offered to produce twice that amount of cable weekly from raw material. On September 29 the New York office of the Western Electric Co. telephoned to begin work on a switchboard, and advised that the Paris branch had agreed to complete the entire installation in 60 days, with a \$600 daily penalty attached. On October 3 definite information as to the equipment required was received. Meanwhile a large amount of material had been prepared, and in a little more than three weeks the finished switchboard stood at Hawthorne ready for shipment. Meanwhile arrangements had been completed for rapid transportation by rail to New York, and thence for shipment to France by steamer on October 23. The shipment comprised six carloads of material. It and a large amount of additional material which the New York branch had manufactured was shipped on time, and thus only a few days more than a month elapsed from the date of the fire until a complete switchboard manufactured in the United States was on the sea—a switchboard which stands 150 feet long, requires 90 operators to operate, and will accommodate more than 10,000 subscribers. It contains about a million soldered connections and 3000 miles of wire. About 40,000 feet of lumber was used in packing the completed board, and 10,000 square feet of paraffin paper was used in the cabling boxes alone.

TRADE LITERATURE.

The Cement Works Reporter.

No. 12 of the Cement Works Reporter contains timely data of interest to people who want to keep informed regarding the cement industry. Its principal article is on kilns. C. Earle E. Bottomley, 916 Rothschild Bldg., Philadelphia, Pa., is the publisher.

The Fuller Combing Gin.

A most interesting series of photographic views is being distributed by the Fuller Combing Gin Co., 827 James Bldg., Chattanooga, Tenn., and Charlotte, N. C. These views include that company's large plant for manufacturing cotton-gin machinery and views of cotton fields, ginning plants and different portions of the mechanical equipment comprising the Fuller combing gin.

The November "Everbest."

The November "Everbest" Magazine is now being distributed, and everyone interested in things electrical should have a copy. The little publication contains its usual quota of timely data devoted to the interests of things electrical, besides a few "light and airy nothings" which will serve to amuse readers. If you are interested in electrical

INDUSTRIAL NEWS OF INTEREST

TRADE NOTES.

M. E. Haines & Son.

The firm of M. E. Haines & Son, real estate, have removed their offices from 19 West Saratoga St. to 10 East Lexington St., Baltimore, Md.

A Yarn Mill Wanted.

A 10,000 to 20,000-spindle yarn mill is wanted by parties who invite correspondence addressed to "Yarn Mill," care of Manufacturers' Record.

Planing Mill for Sale.

A complete planing mill equipped with modern machinery and now in operation is offered for sale. Brinton Walter and Phoebe A. E. Davis, administrators, Christiansa, Pa., invite investigation.

The Ernst-Wiener Company.

The Ernst-Wiener Company of 66-68 Broad St., New York, has located its Pittsburg (Pa.) office in the Union Bank Bldg., with John T. Cawley in charge. This company furnishes railway equipment for all industries.

Special Bargains for Railways.

Some special bargains that will interest buyers of equipment for railways are offered by Jos. E. Bowen, Bank of Commerce Bldg., Norfolk, Va. They include a number of standard-gauge locomotives, 36-inch-gauge locomotives, passenger cars, baggage cars, combination baggage and passenger cars, car wheels, bridges, etc.

The Franklin Coal Co.

The Franklin Coal Co., Ltd., has established offices at 327 Carondelet St., New Orleans, La., and will deal largely in coal of the best grades. It will make a specialty of the Franklin county (Ill.) product. A. G. Thomas, president of the company, has for years been connected with the wholesale coal industry of New Orleans.

Installed a Complete Brick Plant.

The Illinois Supply Co., 512-513 Holland Bldg., St. Louis, Mo., has sold within the past month a two-mold Little Giant press, having a capacity of 10,000 pressed brick per day, to Gottfried Schneider of Marietta, Ill. With the machine was sold also a pulverizer, elevator, screen, mixer, belting and shafting, together with trucks and a clay gatherer. This entire outfit was installed complete.

To Install Power Plant.

The Minneapolis (Minn.) Steel & Machinery Co. has secured contract to install a new power plant for the Manhattan (Kans.) City & Interurban Railway Co. This installation will include an 18x36-inch heavy-duty

Twin City Corliss engine, two 66-inch by 18-foot horizontal return tubular boilers, one 200-kilowatt direct-current generator, switchboard, feed-water heater and purifier, boiler feed pump, etc.

Supplying Sawyer Unit Bricks.

There is evidently an increasing demand for the concrete products (under the Sawyer patents) manufactured by the Unit Brick & Tile Co. of Charlotte, N. C. This company has taken a contract for seven buildings of the Southern Power Co., in which plate glass, rolling steel doors and fireproofing will be used. The buildings will be erected of Sawyer unit bricks. Another contract for the same brick is for the Davidson College dormitory.

Installing Additional Foundry Equipment.

Among the recent installations of foundry equipment was a Newton cupola of five to six tons capacity per hour by the Smith Manufacturing Co., Bessemer, Ala. Another installation was by the Auburn (Ind.) Foundry Co., and included a Newton cupola, elevator, tumblers, trucks, etc. These equipments were purchased from their manufacturer, the Northern Engineering Works, Detroit, Mich.

The Corrugated Bar Co.

The Expanded Metal & Corrugated Bar Co. announces that after December 1 its name will be The Corrugated Bar Co., and it will be located in new offices, Suite 1410-19 National Bank of Commerce Bldg., St. Louis, Mo. This change has been decided on because for several years past the company's main business has been the sale of corrugated bars, which have attained wide popularity because of their efficiency and adaptability to the various requirements of reinforced concrete construction.

Furnishing Bricks for Street Paving.

Among the Ohio cities that are proceeding with public improvements is Coal Grove. The officials are undertaking the improvement of Pike street, and 1,000,000 bricks for the paving will be furnished by the Petersburg Fire Brick & Tile Co. of Coal Grove. This company has a large modern plant, where it produces fire brick and tile, blast-furnace crucibles, boshes and inwalls, steel-furnace shapes, rolling-mill brick and tile, canister for steel plants, coke-oven brick, etc. Its secretary is John Peters, Jr.

Albany Grease Cheaper Than Machinery.

Engineers will be interested in the experience of F. W. Lebrack, mill and elevator builder, Kansas City, with Albany grease at the Milwaukee elevator. Mr. Lebrack writes Messrs. Adam Cook's Sons, New York city, the sole makers of this well-known lubri-

products of any kind, write to the Ewing-Merkle Electric Co., 1106 Pine St., St. Louis, Mo., for a copy of the "Everbest."

Victor Flaming Arc Lamps.

The Victor flaming arc lamp is described in Bulletin No. 5532 issued by the lamp's manufacturer. Illumination with these lamps is attracting much attention at this time, and a special feature of interest in the Victor lamp is the absence of any regulating mechanism for controlling the regulation of the arc. This is accomplished by the action of gravity as the carbons are burned away. The Western Electric Co., 463 West St., New York (works at Hawthorne, Chicago, Ill.), manufactures the Victor lamp.

NOVEMBER 26. The Westinghouse Gasoline Fire Engine.

Municipal fire-department officials and others who are interested in the latest improvements in fire engines should not fail to investigate the Westinghouse gasoline fire engine manufactured by the Westinghouse Company, Schenectady, N. Y. The engine mentioned is a type perfected by experience and engineering ability. It has many advantages that will commend themselves to buyers who are desirous of having only the most efficient fire-department apparatus that can be obtained. The manufacturer of the engine is distributing an illustrated leaflet describing the apparatus.

New Brownhoist Bucket Catalogue.

The Brown Hoisting Machinery Co., Cleveland, Ohio, has issued a new catalogue of its Brownhoist grab buckets for handling coal, ore, limestone, etc. These buckets are used the world over and are generally recognized as most efficient for the purposes for which they are designed. In the catalogue are included numerous photographic views and descriptions of interesting installations where Brownhoist buckets have been adopted. The two-rope buckets are pictured in use on many different types of machines, and the single-rope buckets (for use on existing machines having but a single-drum engine) are also illustrated. Automatic dumping tubs, shovel buckets, etc., are included in the equipments referred to.

The Reeves Engines.

Realizing that the economy and efficiency which the gas engine has shown would create a wide field for its use, the Reeves Bros. of Columbus have merged with the Reeves Engineering Co. of Mt. Vernon, Ohio. In the latter city the company has built and equipped a modern plant for the manufacture of its engines—gas, gasoline or distillate. These engines are described and illustrated in Reeves Bulletin No. 502, now being distributed. They embody features that have been perfected through 10 years of design and construction directed to this type of power equipment. Economy, efficiency and minimum attention are prominent factors in the Reeves engines.

Limekiln Costs.

"What Are Your Limekiln Costs?" is the title of an illustrated booklet now being distributed by the Harrison-Walker Refractories Co., Farmers' Bank Bldg., Pittsburg, Pa. The publication deals especially with the best method for relining or repairing kilns by using the best fire brick made of the very best material, manufactured in a modern plant, by expert labor, under the supervision of trained managers. This is the kind of fire brick manufactured by the company named, it having for its raw material many thousands of acres of the highest-grade flint clay. In the booklet are presented many facts which will interest managers of plants operating kilns, and will be of assistance to them in promoting economy and efficiency in kiln work.

Train Lighting Electric Lamps.

An important and interesting phase of the lighting question with reference to railway trains is treated in a bulletin just issued by the Columbia Incandescent Lamp Co., 2115 Locust St., St. Louis, Mo. This bulletin has been prepared especially for the members of the Association for Car Lighting Engineers, in convention at Chicago last week. It tells of train lighting lamps which the company manufactures, and which have given the utmost satisfaction for train lighting. Many buyers for railways select this lamp, and among the company's customers under annual contract are a number of prominent railway systems.

Blake & Knowles Pump Bulletins.

Recent literature issued by the Blake and Knowles Steam Pump Works, 115 Broadway, New York, includes the following bulletins: No. K-814, which describes and illustrates

Knowles boiler-feed and tank pumps; K-813, which relates to the Knowles mine sinking pumps; No. B-817, which refers to the Blake vertical high-speed engines; B-815, which refers to Blake boiler-feed and tank pumps. These bulletins describe modern steam and power pumping machinery which has become widely and well known for its efficiency and economy, and is specified by some of the most exacting buyers of this class of equipment.

The Independent Fertilizer Co.

The Independent Fertilizer Co. has been incorporated with a capital stock of \$50,000,000, half being common and half being 7 per cent. preferred stock. Its incorporators are Messrs. Harold Otis and Charles W. Millard of 25 Broad street, New York, and Frank H. Hall of the Registrar & Transfer Co., New York. The new company plans the consolidation of various independent fertilizer manufacturing companies of Baltimore, Atlanta and other cities of the South and of the North, particulars of which and plans of organization will be announced later. Messrs. Lewisohn Bros., 11 Broadway, New York, have been mentioned as financing the new enterprise, and it is rumored that Herman Schmidtman of Germany, an extensive importer of phosphate and manufacturer of fertilizers, will be elected president, and T. C. Meadows, general manager of the Buffalo Fertilizer Co., Buffalo, N. Y., general manager. Messrs. Steele, Otis & Hall, 25 Broad street, New York, are counsel for the new company. Last week the MANUFACTURERS' RECORD mentioned that plans were being formulated for this Independent Fertilizer Co.

It is stated that the Independent Fertilizer Co. has arranged a \$5,000,000 contract, for 15 years, to purchase its sulphuric acid from the Tennessee Copper Co., 11 Broadway, New York, recently mentioned by the MANUFACTURERS' RECORD as incorporating the Tennessee Chemical & Fertilizer Co. to manufacture sulphuric acid from fumes of the former's copper plant at Ducktown, Tenn., where an acid plant of 120,000 tons annual capacity is now in operation. Latest reports state about 50 companies will comprise the Independent Fertilizer Co., including the Mutual Fertilizer Co., Savannah, Ga.; the Jareaki Chemical Co., Cincinnati; the Grasselli Chemical Co., Birmingham, Ala.; the Buffalo Fertilizer Co., Buffalo, N. Y., and others equally well known.

Industries Needed at Mineola.

Mr. J. A. Thomas, chairman Commercial Club, Mineola, Texas, writes to the MANUFACTURERS' RECORD:

"Mineola is located about 75 miles east of Dallas, on three trunk-line railroads, viz., Texas & Pacific, International & Great Northern and Missouri, Kansas & Texas, and is a town of about 3000 population. We have an electric-light and power plant, water-works, ice plant, large box and crate factory, cotton compress, steam laundry, canning factory, wood-working plant and several smaller manufacturing industries. We are situated in heart of famous East Texas fruit belt, and are surrounded with land suitable for growing cotton, corn, small fruits, melons, sugar-cane and all varieties of vegetables. Have large forests of pine, oak, hickory and other commercial timbers. Have also an abundance of pure freestone water. We need a cottonseed-oil mill, cotton mill, furniture factory, foundry and machine shops, flour mill and sugar mill, and owing to splendid railroad facilities can offer special inducements for any of above-named industries."

Mr. E. S. Johnson, secretary, has compiled for 1908 a most attractive year-book of the Chamber of Commerce of Augusta, containing valuable facts of interest to the investor and the homeseeker.

PROPOSALS INVITED FOR CONSTRUCTION WORK.

Details regarding construction work, proposals invited, etc., noted in the following list, will be found in this and recent issues of the MANUFACTURERS' RECORD and the DAILY BULLETIN OF THE MANUFACTURERS' RECORD.

This list includes only items containing specifications for bids. Many additional opportunities for construction and machinery contracts can be noted in the Construction Department.

* Indicates that the item has appeared in our "Machinery, Proposals and Supplies Wanted" department.

Date to open bids.
(When date is not given it has not been fixed.)

Published in—
Daily Bulletin. Manufacturers' Record.

BRIDGES, CULVERTS, VIADUCTS.

Jan.	Mena, Ark.	Oct. 17	Oct. 22
Dec. 7	*Grenada, Miss.	Oct. 20	Oct. 22
	*Concrete Steel Bridge, Takoma Park, Md.	Oct. 29	Nov. 5
Dec. 7	*Six Steel Bridges, Abbeville, S. C.	Nov. 5	Nov. 12
Dec. 7	*Four Bridges, Clinton, N. C.	Nov. 14	Nov. 19
Dec. 7	*Steel Superstructure, etc., Kansas City, Mo.	Nov. 14	Nov. 19
Dec. 7	*Four Bridges, etc., Vicksburg, Miss.	Nov. 17	Nov. 19
Dec. 7	*Levee Work, Greenwood, Miss.	Nov. 19	Nov. 26
Dec. 3	*Steel or Wood Bridge, Spartanburg, S. C.	Nov. 23	Nov. 26

ELECTRIC LIGHT AND POWER PLANTS.

	*Bristol, Tenn.	Nov. 2	Nov. 5
Nov. 27	*Bids for Arc Lights, Tampa, Fla.	Nov. 5	Nov. 12

MISCELLANEOUS CONSTRUCTION WORK.

	*Levee Work, Waco, Texas.	Nov. 13	Nov. 19
Dec. 7	*Dam, Clinton, N. C.	Nov. 14	Nov. 19
Dec. 5	*Wharf and Dredging, Norfolk, Va.	Nov. 20	Nov. 26
Dec. 24	*Seawall, Fort Moulton, Ala.	Nov. 23	Nov. 26
Dec. 3	*Heating Plant, Richmond, Va.	Nov. 23	Nov. 26

ROAD AND STREET IMPROVEMENTS.

Nov.	Vitrified Brick, etc., Orangeburg, S. C.	Oct. 17	Oct. 22
	*Vitrified Brick, etc., Ashland, Ky.	Oct. 30	Nov. 5

SEWER CONSTRUCTION.

	*Sanitary Sewers, Winston, N. C.	Sept. 19	Sept. 24
	*Drainage, etc., San Antonio, Texas.	Oct. 23	Oct. 29
Nov. 30	*Concrete Sewer, Washington, D. C.	Nov. 14	Nov. 19
Dec. 2	*Sanitary Sewer, Bennettsville, S. C.	Nov. 17	Nov. 19
Dec. 15	*Municipal System, Fitzgerald, Ga.	Nov. 23	Nov. 26
Dec. 8	*Sanitary System, Hobart, Okla.	Nov. 23	Nov. 26

WATER-WORKS.

	*System, Marcelline, Mo.	Sept. 21	Sept. 24
Nov. 27	*Piping, Valves, etc., Parkersburg, W. Va.	Nov. 17	Nov. 19
	*Municipal System, Uniontown, Ky.	Nov. 19	Nov. 26
Dec. 8	*Pumping Engine for 5,000,000 gallons daily, and Concrete Reservoir, Meridian, Miss.	Nov. 20	Nov. 26
Jan. 1	*Municipal System, Palmetto, Fla.	Nov. 20	Nov. 26

APARTMENT-HOUSES.

Dec. 1	Eyr Investment Co., St. Louis, Mo.	Oct. 20	Nov. 5
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BANK AND OFFICE BUILDINGS.

	National City Bank, Birmingham, Ala.	July 28	July 30
	First National Bank, Coeburn, Va.	Aug. 12	Aug. 13
	Middletown Savings Bank, Middletown, Md.	Aug. 24	Aug. 27
Feb.	C. P. McKinney, Ripley, Tenn.	Oct. 29	Nov. 5
	First National Bank Building Co., Ft. Smith, Ark.	Oct. 30	Nov. 5
Jan.	E. P. Ansley, Atlanta, Ga.	Nov. 9	Nov. 12
	State National Bank Building, Little Rock, Ark.	Nov. 9	Nov. 12
	Manhattan Sav. Bank & Trust Co., Memphis, Tenn.	Nov. 11	Nov. 12
	Southern Life Insurance Co., Fayetteville, N. C.	Nov. 14	Nov. 26
	First National Bank, Hendersonville, N. C.	Nov. 19	Nov. 26

CHURCHES.

	First Baptist Church, Paris, Ky.	July 13	July 16
	Hopkinsville, Ky.	Aug. 19	Aug. 20
	Green Cove Springs, Fla.	Sept. 22	Sept. 24
Jan. 1	First Baptist Church, Lumberton, N. C.	Oct. 12	Oct. 15
	Presbyterian Church, Whitman, Ga.	Nov. 2	Nov. 5

COURTHOUSES.

	Martinsburg, W. Va.	July 15	July 16
Dec. 15	Tulla, Texas.	Nov. 20	Nov. 26
Dec. 7	Leesville, La.	Nov. 23	Nov. 26

GOVERNMENT AND STATE BUILDINGS.

Nov. 30	U. S. Postoffice, etc., Manchester, Va.	Oct. 23	Oct. 29
Dec. 8	U. S. Postoffice, Gainesville, Ga.	Nov. 3	Nov. 5
Dec. 7	U. S. Postoffice, etc., Wheeling, W. Va.	Nov. 17	Nov. 19
Dec. 26	U. S. Postoffice, etc., Americus, Ga.	Nov. 18	Nov. 19
Dec. 28	U. S. Postoffice, etc., Lake Charles, La.	Nov. 18	Nov. 19

HOTELS.

	Coleman-Fulton Pasture Co., Gregory, Texas.	Sept. 9	Sept. 10
	Hermitage Hotel Co., Nashville, Tenn.	Sept. 10	Sept. 17

MISCELLANEOUS STRUCTURES.

Jan. 1	Miller Store Co., Knoxville, Tenn.	Aug. 29	Sept. 3
	Infirmary, Catlettsburg, Ky.	Oct. 21	Oct. 22

MUNICIPAL BUILDINGS.

	City Stockade, Tampa, Fla.	Nov. 9	Nov. 12
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SCHOOLS.

Jan.	Nixon, Texas.	Sept. 23	Sept. 24
Dec. 10	Paris, Ark.	Oct. 29	Nov. 5
Dec. 11	Central, S. C.	Nov. 15	Nov. 19
Dec. 8	Brunswick, Ga.	Nov. 17	Nov. 19
Dec. 15	New Orleans, La.	Nov. 19	Nov. 26
Nov. 29	Hartshorne, Okla.	Nov. 23	Nov. 26

WAREHOUSES.

	Memphis, Tenn.	Nov. 11	Nov. 12
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ATLANTIC COAST LINE RAILROAD COMPANY.

Richmond, Va., November 17, 1908.

To the Stockholders of the Atlantic Coast Line Railroad Company:

The Board of Directors of the Atlantic Coast Line Railroad Company respectfully submits the following report for the fiscal year ended June 30, 1908:

Miles owned June 30, 1907.....	4227.66
Miles owned June 30, 1907.....	140.31
Miles not owned but operated under leases and trackage contracts.....	4367.97
Miles owned but not operated by this Company.....	7.06
Miles operated June 30, 1907.....	4360.92
Miles added during fiscal year:	
Additional lines to Factories, Mills, etc.....	45.71
Total miles operated June 30, 1908.....	4406.63
Average mileage operated during year.....	4364.72

INCOME ACCOUNT.

	1908.	1907.		
Operating revenues.....	\$26,029,052 40	\$26,771,528 54	Dec.	\$742,476 14
Operating expenses and taxes.....	20,043,794 61	20,442,026 99	Dec.	398,232 38
Net operating revenues, less taxes.....	\$5,985,257 79	\$6,329,501 55	Dec.	344,243 76
Other income.....	*3,146,376 69	2,673,427 79	Inc.	472,948 90
Gross income.....	\$9,131,634 48	\$9,002,929 34	Inc.	128,705 14
Interest and rentals.....	6,222,066 97	5,571,188 97	Inc.	350,878 00
Miscellaneous deductions from income.....	\$2,900,567 51	\$3,131,740 37	Dec.	222,172 86
Net income.....	\$128,430 04	13,784 96	Inc.	114,635 08
Net income.....	\$2,781,147 47	\$3,117,955 41	Dec.	336,807 94

*Includes \$132,499.15 rent of tracks previous to this year included in miscellaneous operating earnings, also \$32,266.30 increase of interest upon current accounts and \$306,675.92 increased income from investments.

†Includes hire of equipment and rent of terminals, which, in 1907, were charged in operating expenses.

INTEREST AND RENTALS.

	1908.	1907.
Interest on Funded Debt.....	\$4,885,921 67	\$4,872,868 32
Interest on Certificates of Indebtedness.....	862,754 00	862,766 00
Interest on Freight Certificates.....	6,650 00	7,850 00
Interest on Gold Notes of March 1, 1907.....	250,000 00	83,333 33
Interest on Equipment Bonds of March 1, 1907.....	169,433 33	*
Interest on Brunswick & Western Income Bonds.....	3,300 00	3,450 00
Rentals.....	44,007 97	40,921 32
	\$6,222,066 97	\$5,871,188 97

*Interest on Equipment Bonds in 1907 was charged in operating expenses.

Operating revenues decreased 2.77 per cent.
Operating expenses and taxes decreased 1.96 per cent.
Net operating revenues, less taxes, decreased 5.44 per cent.
The ratio of operating expenses and taxes to operating revenues was 77.01 per cent., as compared with 76.36 per cent., for the previous year.

DIVIDENDS.

Dividends were paid as follows during the year:
To Preferred Stockholders 5 per cent..... \$78,830 00
To Common Stockholders 5½ per cent..... \$2,669,540 00
The January semi-annual dividend upon the common stock of 3 per cent., included above, was not paid in cash, but in A. C. L. R. Co. 4 per cent. Certificates of Indebtedness purchased at 93, and held in the Treasury of this Company as an asset, as shown in the balance sheet of June 30th, 1907.

OPERATING REVENUES.

The operating revenues and expenses for the year ended June 30, 1908, as compared with those for the preceding year, were as follows:

	1908.	1907.	Decrease.	Per cent.
Freight.....	\$17,739,171 33	\$18,443,695 69	\$704,523 36	3.82
Passenger.....	6,279,583 91	6,083,491 33	196,092 58*	3.21
Express.....	819,479 15	770,755 83	48,723 32*	5.15
Mail.....	587,897 66	611,490 10	23,592 44	3.84
Excess baggage.....	62,419 67	60,712 18	1,707 49*	2.81
Miscellaneous.....	549,500 08	800,974 01	251,473 93	31.40
Total.....	\$26,029,052 40	\$26,771,528 54	\$742,476 14	2.77

OPERATING EXPENSES AND TAXES.

	1908.	1907.	Decrease.	Per cent.
Maintenance of way and structures.....	\$3,820,253 30	\$3,909,737 55	\$89,484 25	2.29
Maintenance of equipment.....	4,093,946 64	3,946,012 76	147,933 88†	3.75
Traffic expenses.....	\$432,786 24*			
Transportation expenses.....	10,401,115 50	10,988,157 38	587,041 88	5.34
General expenses.....	556,427 33	743,470 30	\$187,042 97	11.71
Taxes.....	1,072,061 84	\$54,649 00	217,402 84†	25.44
Total.....	\$20,043,794 61	\$20,442,026 99	\$398,232 38	1.96

*This item last year was included in transportation expenses.

†Increase.

On July 1, 1907, the new classifications of operating revenues, operating expenses, etc., promulgated by the Interstate Commerce Commission, became effective. The figures for the period covered by this report are based on the new classifications, while those for the previous year are based on the classifications in effect prior to July 1, 1907.

FREIGHT TRAIN MILES AND LOADING.

Average number of freight cars per train mile increased 5.82 per cent.
Average number of loaded cars per train mile increased 1.89 per cent.
Average number of tons per freight train mile increased 3.78 per cent.
Loaded freight car mileage decreased 5.00 per cent.
Empty freight car mileage increased 5.26 per cent.

CAPITAL ACCOUNT.

There has been no change during the year in common or preferred stock or certificates of indebtedness, the amount of each outstanding at the close of the year being the same as on June 30, 1907.

BONDED DEBT AND FREIGHT CERTIFICATES.

Atlantic Coast Line Railroad Co., Jacksonville & Southwestern Purchase Money Mortgage Bonds, issued for Freight Certificates retired.....	\$40,000
Total increase.....	\$40,000
Equipment Trust Bonds retired.....	\$452,000
Freight Certificates retired.....	40,000
Net decrease in bonded debt.....	\$492,000

COMPANY'S OWN SECURITIES IN ITS TREASURY.

Bonds sold during the year.....	\$930,000
Four per cent. Certificates of Indebtedness issued in dividend to stockholders.....	\$1,456,100
Less fractional amounts purchased at 75.....	51,600
Bonds drawn to retire \$40,000 Freight Certificates.....	\$2,331,500
Increased securities of the Company in hands of the public.....	\$1,842,500

INVESTMENTS.

Of the First Consolidated Bonds held in the Treasury June 30, 1907, there were deposited \$75,000 with the Farmers' Loan and Trust Co. as additional security for the lease of the Georgia Railroad.

The 2000 shares of stock of the Atlanta Belt Line owned by this Company were sold at par to the Atlanta and West Point Railroad Co. in accordance with the terms under which it had leased said Belt Line.

TRAFFIC.

Your Company, in common with all the railroads in the country, experienced a heavy decrease in earnings during the last seven months of the fiscal year, on account of the business depression then existing.

Gross operating revenues for the first five months of the year increased \$712,083.81 over the same months of the previous year, while for the last seven months they decreased \$1,454,559.56, as compared with the same months of the previous year, resulting in a net decrease in operating revenues for the year of \$742,476.14, or 2.77 per cent.

The effect of the business depression was particularly felt in our freight traffic, revenue from which showed a decrease for the year of \$704,523.36, or 3.82 per cent.

Passenger traffic shows a gross increase of \$196,592.58, or 3.21 per cent. This is attributable to the travel to the Jamestown Exposition, held in Norfolk, Va., which was in progress during the first five months of the fiscal year, and to an increase in through passenger traffic. Local or intra-state passenger traffic revenue showed a decrease, due to the decreased rates in the various States in which we operate, to which reference was made in report for previous year.

Freight:

Tons of freight-earning revenue decreased.....	0.40	Per cent.
Tons carried one mile decreased.....	3.57	"
Mileage revenue freight trains decreased.....	7.91	"
Tons per freight train mile increased.....	3.78	"

Passengers:

Number of passengers carried increased.....	12.65	Per cent.
Number carried one mile increased.....	10.25	"
Mileage revenue passenger trains increased.....	2.22	"
Passengers per train mile increased.....	8.82	"

OPERATING EXPENSES.

Although our Operating Revenues, as hereinbefore stated, began to show a decrease commencing with the month of December, 1907, it was not until January, 1908, that we were able to show a decrease in Operating Expenses.

From the first of February officers and employees, receiving three thousand dollars or more per annum, submitted willingly to a reduction in their salaries of about 10 per cent.

For the first six months of the fiscal year Operating Expenses showed an increase of \$888,928.85, by comparison with the same months of the previous year, while for the last six months of the year Operating Expenses showed a decrease of \$1,504,564.07, resulting in a net decrease for the year of \$615,635.22, or 3.14 per cent.

By reference to the details of our Operating Expenses, appearing elsewhere in this report, it will be noted that the entire decrease is in the subdivisions of Operating Expenses other than maintenance. Our maintenance expenses (Way and Structures, and Equipment) show an increase for the year of \$58,449.63 by comparison with the previous year.

Notwithstanding the business depression and the resulting loss of revenue and the lack of demand for cars, our rolling stock has been well maintained, the number of freight cars needing repairs being 21 per cent. less in number in October, 1908, than October, 1907, when there was a heavy demand for equipment.

During the year we put in our main lines an average of 473 ties per mile, as compared with 400 ties per mile the previous year, an increase of 73 ties per mile, or 18.25 per cent.

INDUSTRIAL.

Notwithstanding the unfavorable conditions existing during a part of the fiscal year, through the efforts of our Agricultural and Immigration Department 667 settlers were located on our lines in the different States, and engaged in agricultural pursuits. The figures given cover heads of families only.

In addition, a large number of settlers were located on our lines by private organizations, real estate agents, etc., all of whom have the co-operation of our Agricultural and Immigration Department.

One hundred and fifty-four industries, consisting of factories, mills, etc., were located on our lines during the fiscal year.

TRUST EQUIPMENT.

Previous to January 1, 1908, deliveries were completed of all the equipment covered by Equipment Trust Indenture dated March 1, 1907.

DOUBLE TRACK.

At the close of the year there were 86.31 miles of double track in operation.

RAIL RELAYING AND INCREASE IN SIDETRACKS AND YARD TRACKS.

There were laid during the fiscal year 5.92 miles of additional industrial tracks and 99.225 miles of side and yard tracks, a total of 105.145 miles.

There were relaid the following:

157.32 miles with 85-lb. rail.
17.13 miles with 75-lb. rail.
120.76 miles with 70-lb. rail.
3.63 miles with 65-lb. rail.
36.61 miles with 60-lb. rail.
4.84 miles with 55-lb. rail.
48.44 miles with 50-lb. rail.

making a total of 388.73 miles, or 9.04 per cent. of our entire main line and branch mileage.

PASSENGER RATES.

By agreement with the Railroad Commissions of most of the States which we serve, as an experiment, there went into effect on April 1, 1908, reduced passenger rates, including two cents per mile interchangeable mileage tickets.

The experiment is proving a very costly one, as shown by the following figures. The large increase of through travel which we handled during the winter to and from Southern resorts came to an end with the month of April.

Our passenger revenues, both through and local, from April 1 to October 1, 1908, have been as follows:

	1908.	1907.	Increase.	Decrease.
April.....	\$539,354	\$505,619	\$33,735	
May.....	437,044	486,428		\$49,384
June.....	404,553	500,415		95,782
July.....	441,570	538,492		92,122
August.....	427,097	543,036		115,939
September.....	407,532	512,196		104,664
	\$2,657,030	\$3,081,196	\$33,735	\$457,891

From this statement it will be seen that in the five months following April, the last month of the heavy through travel, passenger revenues fell off \$457,891, equal to 17.8 per cent. Of this, \$164,000, or 6.4 per cent., is to be attributed to the Jamestown Exposition held last year at Norfolk. Of the balance, an average of \$50,000 per month is due to the decreased passenger rates.

NEW CONSTRUCTION AND ADDITIONS.

On July 1, 1907, there remained unexpended appropriations for authorized work \$6,168,792.06. During the year additional expenditures were authorized to the amount of \$686,085.98, making aggregate of \$6,854,878.04.

The following amounts were expended during the year:

New main line, branches and double track.....	\$721,390 23
Changing gauge.....	66,574 59
Shops and machinery.....	275,735 47
Freight yards and terminals.....	365,323 99
Passenger stations and other buildings and fixtures.....	207,684 61
Fuel and water stations.....	30,370 79
Real estate.....	1,862 60
Grade and line revisions.....	11,844 88
Sidings and spurs.....	110,944 13
Bridges, trestles and culverts.....	5,553 95
Increased weight of rail.....	265,135 18
Various.....	14,143 24
Advances.....	101,183 33
Equipment.....	3,069,713 02
	\$5,247,559 01

Thus leaving unexpended a balance on June 30 of about \$1,607,319.03. Work covering about \$1,125,000, included in this, has been indefinitely postponed, so that there remained authorized expenditures on June 30, 1908, of about \$482,319.03.

Over \$2,000,000 of additional First Consolidated Bonds will be available for delivery to our treasury as soon as the above new construction and additions now approaching completion are finished.

EQUIPMENT REPLACEMENT ACCOUNTS.

Credits to Replacement Accounts:

From Operating Expenses:

Depreciation:	
For locomotives.....	\$139,208 30
For passenger-train cars.....	62,600 67
For freight-train cars.....	514,255 25
For work equipment.....	10,935 56
For floating equipment.....	2,624 00
	\$729,623 87

From Operating Expenses:

Renovals, equipment destroyed or sold:

For 9 locomotives.....	\$21,224 66
For 10 passenger-train cars.....	19,485 71
For 41 freight-train cars.....	52,272 39
For 21 work equipment.....	5,511 78
	98,494 54

From equipment reserve prior to June 30, 1907..... 163,376 63

From salvage, fire insurance and foreign roads..... 125,402 34

Total Credits to Replacement Accounts..... \$1,116,897 38

Charges to Replacement Accounts:

For equity in trust equipment.....	\$392,005 00
For 1 passenger-train car built.....	\$6,894 09
For 20 freight-train cars built.....	13,943 44
For 4 work equipment built.....	1,548 80
	22,386 33
	414,391 33

Balance to credit of Replacement Account June 30, 1908..... \$702,506 05

The following table shows the equipment owned and leased under car trusts on hand at the close of the past seven years:

	1902.	1903.	1904.	1905.	1906.	1907.	1908.
Locomotives.....	444	451	467	506	545	641	672
Passenger-train cars.....	512	505	505	523	530	564	606
Freight-train cars.....	13,067	13,972	14,439	15,530	18,108	23,009	24,668
Work equipment.....	346	396	424	450	409	593	600

Attention is called to the following statements submitted as a part of this report:

Third Vice-President's Report.
Improvements and Additions Charged to Property Accounts,
Increase in Property, Construction and Equipment Account,
Income Account,
General Balance Sheet,
Profit and Loss Account,
Bonds secured by mortgages on the railroads of the Company or by the Company's collateral trust mortgage,
Security for Funded Debt,
Guaranteed Bonds and Guaranteed Interest,
Operating Revenues by months,
Operating Expenses and Taxes by months,
Operating Expenses for year,
Traffic Mileage Statistics.

We renew the expression of our appreciation of the intelligent and faithful work done by our officers and employees.

T. M. EMERSON, President.
H. WALTERS, Chairman

THIRD VICE-PRESIDENT'S REPORT.

The following tables will show the comparison with the previous year:

OPERATING EXPENSES.					
	Maintenance of way and structures.	Maintenance of equipment.	Traffic and transportation expenses.	General expenses.	Total.
Year ending June 30, 1908.....	\$3,830,253 30	\$4,093,946 64	\$10,401,115 50	\$656,427 33	\$18,971,742 77
Year ending June 30, 1907.....	3,909,737 55	3,946,012 76	10,988,157 38	743,470 30	19,587,377 99
Increase.....	\$89,484 25	\$147,933 88	\$587,041 88	\$87,042 97	\$615,635 22
Decrease.....					
Per cent.....	2.29	3.75	5.34	11.71	3.14

MILEAGE.				
	Tons one mile.	Passengers one mile.	Revenue one mile.	
Year ending June 30, 1908.....	1,436,141,810	261,881,340	14,244,082	
Year ending June 30, 1907.....	1,493,919,551	237,513,985	14,698,319	
Increase.....			24,367,355	
Decrease.....			10.26	
Per cent.....			167.77	
Decrease per cent.....			3.87	

Train Mileage:	
In passenger service.....	6,471,032
In freight service.....	7,176,597
In mixed service.....	575,284
In special service.....	21,169

Total mileage of revenue trains.....	14,244,082
Mileage of work trains.....	474,007
Passenger train mileage increased.....	2.34%
Freight train mileage (including special trains) decreased.....	7.73%
Mixed train mileage increased.....	4.06%
Miles of road operated on June 30, 1908.....	4,406.63
Average miles operated during fiscal year.....	4,364.72

MAINTENANCE OF WAY AND STRUCTURES.

There were charged to Maintenance of Way and Structures \$3,830,253.30, against \$3,909,737.55 for the preceding year, a decrease of \$89,484.25, or 2.29 per cent.

New Rail:

During the year 7317 tons of 85-pound steel rail were received, being the balance on order for delivery during fiscal year ending June 30, 1907. There were purchased during the year 10,500 tons of 85-pound steel rail, all of which were delivered during the months of April, May and June, 1908.

Cross Ties:

New cross ties were laid as follows:

In main line.....	1,949,888
In side track.....	180,029
In construction.....	270,381

Total..... 2,400,298
an increase of 359,299, or 17.6 per cent, as compared with the previous year.

Lumber:

There were 15,147,693 feet, board measure, of lumber used in new work and repairs, as compared with 13,941,280 feet the previous year, an increase of 1,206,413 feet, or 8.65 per cent. In addition, 225,743 linear feet of piling were used, an increase over the previous year of 67,619 linear feet, or 42.76 per cent.

Ballast:

There were 48,315 cubic yards of gravel ballast placed in the track, an increase over the previous year of 2500 cubic yards, or 6.38 per cent. This was distributed over various portions of the system. The usual amount of sand was used in maintaining line and surface.

On the Richmond District, rebalasting between Manchester and Petersburg. In a systematic manner, was commenced the latter part of May, 1908, the gravel being obtained from the Richmond, Fredericksburg & Potomac Railroad Co., near Fredericksburg, Va. To June 30, 1908, 10.4 miles of track had been rebalasted.

Trestles Filled:

There were 1801 linear feet of trestles filled with earth, an increase over the previous year of 1623 feet; in addition, two six-foot concrete arches were built, one at Tampa and one at Hague, Fla. Several small concrete abutments were also constructed.

Side Tracks:

The net increase in side and yard tracks was 105.145 miles (of which 5.92 miles were private sidings), as compared with 56.90 miles during the previous year, an increase of 48.245 miles, or 84.8 per cent.

INCOME ACCOUNT.

1906-07.	Operating Revenues:	1907-08.
\$18,443,695 09	Freight revenue.....	\$17,739,171 93
6,083,991 33	Passenger revenue.....	6,279,583 91
60,712 18	Excess baggage revenue.....	62,419 67
611,400 10	Mail revenue.....	587,897 66
770,755 83	Express revenue.....	810,479 15
	Other passenger train revenue.....	50,000 00
	Switching revenue.....	135,127 63
	Special service train revenue.....	51,421 31
800,974 01	Miscellaneous.....	1,812 02
	Miscellaneous transportation revenue.....	
	Revenue from operations other than transportation.....	311,139 10
\$26,771,528 54	Total.....	\$26,020,052 46
	Operating Expenses:	
\$3,909,737 55	Maintenance of way and structures.....	\$3,830,253 30
3,946,012 76	Maintenance of equipment.....	4,093,946 64
	Traffic expenses.....	432,786 24
10,988,157 38	Transportation expenses.....	9,968,329 26
743,470 30	General expenses.....	656,427 33
\$19,587,377 99	Total.....	\$18,971,742 77
\$7,184,150 55	Net earnings.....	\$7,057,309 63
854,649 00	Taxes.....	1,072,051 84
\$6,329,501 55	Net operating revenues, less taxes.....	\$5,985,257 79
	Other Income:	
\$141,352 79	Interest on deposits and current accounts.....	\$173,618 90
2,409,655 81	Interest and dividends on stock and other securities.....	2,716,331 73
80,488 78	Rents from real estate and property.....	64,914 37
29,709 34	Rent of rail.....	42,569 54
2,223 07	Rent of tracks.....	132,499 15
	Miscellaneous.....	16,442 91
\$9,002,929 34	Gross income.....	\$9,131,634 48

\$4,872,868 32	Deductions from Income:	
83,333 33	Interest on funded debt.....	\$4,885,921 67
3,450 00	Interest on equipment trust bonds.....	169,433 33
862,796 00	Interest on three-year gold notes.....	250,000 00
7,850 00	Interest on B. & W. R. R. Income Bonds.....	3,300 00
	Interest on certificates of indebtedness.....	862,754 00
	Interest on freight certificates.....	6,650 00
	Rental of leased lines:	
	C. R. R. of R. C.....	\$31,600 00
	S. C. Pacific Ry.....	6,276 00
	W. & B. V. R. R.....	2,731 97
	Dummy Line, Wilmington.....	3,000 00
40,921 32		41,007 97
13,784 96	Miscellaneous.....	
	Hire of equipment.....	89,690 49
	Rent of terminals.....	38,729 55
	Dividends on capital stock:	
	Preferred stock.....	
	Common stock.....	
	Richmond & Petersburg R. R. Co. stock.....	
\$79,830 00		
2,851,256 00		
60,000 00		
2,992,086 00		
\$8,877,059 93	Total.....	\$6,500,487 01
\$125,889 41	Surplus income for year.....	\$2,781,147 47

*From July 1, 1907, dividends, instead of being charged to Income Account, have been charged direct to Profit and Loss. (See page 40 of pamphlet report.)

NOTE.—Operating revenues and operating expenses for current fiscal year are compiled in accordance with classification of Interstate Commerce Commission.

GENERAL BALANCE SHEET.

June 30, 1907.	Assets.	June 30, 1908.
\$138,663,344 81	Construction and Property.....	\$121,157,215 21
	Equipment.....	18,930,493 30
	306,000 shares of \$100 par value each of Louisville & Nashville R. R. Co. stock, and 3,000 shares of \$100 par value each of Louisville Property Co. stock (deposited with the New York Trust Company, Trustee).....	45,554,220 58
45,554,220 58	Atlantic Coast Line R. R. Co. First Consolidated Four Per Cent. Bonds.....	3,600,450 00
4,611,450 00	Atlantic Coast Line R. R. Co., J. & S. W. R. R. Purchase-Money Four Per Cent. Bonds.....	818,000 00
	Atlantic Coast Line R. R. Co. New Four Per Cent. Certificates of Indebtedness.....	2,430,500 00
3,301,330 13	Other Investments.....	3,272,576 13
	Bonds deposited with Farmers' Loan & Trust Company.....	575,000 00
500,000 00	Reserve Fund—For renewals of rails.....	303,330 24
291,721 39	Trust Equipment.....	4,048,000 00
4,500,000 00	Equity in Trust Equipment.....	238,948 12
500,000 00	Material and Supplies.....	2,088,043 45
2,895,165 11	Current Assets:	
	Safe Deposit & Trust Co., deposit to pay Equipment Trust Bonds.....	\$150,000 00
\$150,000 00	Cash on deposit and in hands of Treasurer.....	4,241,487 75
4,194,169 87	Cash deposited to pay coupons.....	434,475 84
436,550 84	Agents' balances.....	534,445 85
883,176 88	*Remittances in transit.....	185,012 94
	*Bills Receivable.....	649,786 93
	*Accounts Receivable.....	692,346 80
	*Advances to Subsidiary Companies.....	1,111,192 09
	*Traffic Balances.....	382,833 71
	*Due from companies and individuals.....	390,746 84
	*Due by other companies and individuals.....	8,723,328 75
2,405,450 64	Deferred Assets:	
	Unadjusted claims in hands of Freight Claim Agent.....	\$226,450 84
\$173,475 48	Interest and Dividends Receivable.....	141,990 85
142,712 47		368,441 69
316,187 95	Total Assets.....	\$212,167,607 47

*Included in 1907 in Agents' balances.
*These items heretofore included under the heading "Due by other companies and individuals" or "Property, construction and equipment" account.

Liabilities.

1906-07.	Capital Stock:	1907-08.
\$1,596,600 00	Preferred.....	\$1,596,600 00
47,537,600 00	Common.....	47,537,600 00
1,000,000 00	Common Class "A" Richmond & Petersburg Railroad.....	1,000,000 00
\$50,134,200 00	Brunswick & Western R. R. Income Bonds.....	\$50,134,200 00
66,000 00	Equipment Trust Four Per Cent. Bonds.....	66,000 00
4,500,000 00	Atlantic Coast Line R. R. Co. Three-Year Five Per Cent. Gold Notes.....	4,048,000 00
5,000,000 00	Certificates of Indebtedness, Four Per Cent.....	5,000,000 00
\$21,596,600 00	Old Certificates of Indebtedness, Four Per Cent.....	\$21,596,600 00
500 00	Certificates of Indebtedness, W. & W. R. R. Seven Per Cent.....	500 00
1,000 00	Bonded Debt secured by mortgages on railroads.....	1,000 00
21,568,100 00	Louisville & Nashville R. R. Collateral Four Per Cent. Bonds.....	21,568,100 00
79,464,450 00	Freight Certificates Jacksonville & Southwestern R. R.....	79,504,450 00
35,000,000 00	Current Liabilities:	35,000,000 00
247,000 00	Audited vouchers and pay rolls.....	207,000 00
\$2,365,574 18	Due to other companies and individuals.....	\$1,502,348 12
1,388,438 41	Coupons due and unpaid.....	920,328 16
439,830 84	Dividends declared unpaid.....	437,755 84
1,496,296 06	Deferred Liabilities:	1,235,829 25
5,690,049 43	Bond interest accrued, not due.....	4,086,261 37
\$1,026,684 16	Taxes accrued, not due.....	
499,797 92	Interest on Equipment Trust Bonds accrued, not due.....	499,797 92
60,000 00	Interest on Three-Year Notes accrued, not due.....	53,973 33
83,333 33	Reserves for replacements, betterments and improvements.....	83,333 33
1,609,815 41	Profit and loss surplus.....	1,603,935 41
1,510,200 90		
9,609,543 46	Total Liabilities.....	2,050,764 64
\$213,919,359 20		8,838,896 05

PROFIT AND LOSS ACCOUNT, YEAR ENDING JUNE 30, 1908.

Credits.	Debits.
Credit balance July 1, 1907.....	Discount on First Consolidated Four Per Cent. Bonds sold.....
Net Miscellaneous Credits.....	Value of land donated City of Charleston for Immigration Station.....
Balance of Net Income for year.....	Deficit from operation of Georgia R. R., under lease, for year ending June 30, 1908.....
	This Company's proportion—one-half.....
	Settlement with State, County of Richmond and City of Augusta, Ga., of taxes claimed as being due by the Georgia Railroad & Banking Co., account of its ownership of \$1,500,000 of Capital Stock of the Western Railway of Alabama.....
	This Company's proportion—one-half.....
	Net Miscellaneous Debits.....
	Dividends on Capital Stock:
	Preferred Stock, 5 per cent. on \$1,596,600.....
	Common Stock, 3 per cent. on 48,537,600.....
	Common Stock, 2½ per cent. on 48,537,600.....
	Balance, surplus June 30, 1908.....

TWENTY-EIGHTH ANNUAL REPORT

OF THE

Missouri Pacific Railway Company

For Year Ended June 30, 1908.

New York, September 30, 1908.

To the Stockholders of the Missouri Pacific Railway Company and Branch Lines, the Central Branch Railway Company and the St. Louis, Iron Mountain & Southern Railway Company:

I transmit herewith the Twenty-eighth Annual Report of the Missouri Pacific Railway Company, giving the results of operations and the condition of the property for the fiscal year ended June 30, 1908. The following statement gives a summary of the results of operations for the year:

Gross Revenues.....\$44,238,702 99
Operating Expenses (71.5% of Gross Earnings).....\$31,646,287 57

Net Revenues.....\$12,592,415 42
Add income from Other Sources.....2,875,297 91

Total Income.....\$15,467,713 33
Less Charges as follows:

Taxes.....\$1,644,056 73
Interest on Bonds.....9,007,369 20
Rentals paid for Leased Lines.....137,820 00
Equipment Trust Expenses.....55,119 98
Hire of Equipment.....957,555 38
Sundry Other Charges.....670,984 57

Leaving amount applicable to Dividends.....\$2,985,716 47
From which has been declared Dividend No. 58—2½ per cent. on 774,084 shares of Capital Stock outstanding, paid January 30, 1908.....1,935,210 00

Surplus from the year's operations.....\$1,050,506 47

Dividend 58, referred to in the foregoing, was fully earned during the first six months' operations of your properties, but because of the severe business depression which began in the latter part of October, and the probabilities of its continuance throughout the remainder of the fiscal year, your Directors deemed it prudent to reserve the cash for future contingencies, and pay the dividend in capital stock of The Missouri Pacific Railway Company.

The reclassification of accounts by the Interstate Commerce Commission, and the desirability of conforming substantially thereto, make comparisons with former years difficult in certain items of revenue and expenditures, as, for instance, that hereinabove of \$957,555.38 for "Hire of Equipment." Heretofore nearly all of this, if incurred, would have appeared in Operating Expenses (designated as Car Mileage or Per Diem charges), whereas now it stands as a charge against income, the same as interest on Funded Debt, Taxes, Rentals, etc. A year and a half ago, anticipating heavy balances in per diem charges or "Hire of Equipment" against your Company, because of the encouraging growth of tonnage and revenues, the management arranged, as explained in the last Annual Report, for important increases in motive power and freight equipment, in consequence of which about 7000 new freight cars were received during the fiscal year. The financial events of last October, and the subsequent depression in trade, commerce and industry, delayed the realization of the results so confidently expected, and as the greater portion of these cars was received after the business depression began, the management was prevented from accomplishing one of its main objects, viz., the reduction of balances paid connecting lines in the way of per diem charges on foreign cars. Under the Equipment Trust agreements referred to in the last Report, initial payments (\$785,650.00) were made during the fiscal year, which, together with regular quarterly and semi-annual payments, \$2,806,000.00, aggregated \$3,591,650.00, in addition to interest on outstanding equipment trust securities.

The Kansas & Colorado Pacific Railway Company, the lines of which Corporation form an important part of your System, authorized an issue of not exceeding \$50,000,000 First Refunding Mortgage Thirty-Year Gold Bonds, and, for the purpose of adjusting its indebtedness to the Missouri Pacific Railway Company, which accrued through a number of years, authorized the immediate issue of sufficient bonds for this purpose. The amount due the Missouri Pacific Railway Company, after crediting its indebtedness to the Kansas & Colorado Pacific Railway Company, was \$19,686,908.25, to cover which bonds of this amount par value were turned over to the Missouri Pacific Railway Company, and placed to credit of Profit and Loss. The remainder of the authorized issue, about \$30,000,000, is reserved by the Kansas & Colorado Pacific Railway Company, to be issued from time to time, if and when occasion requires. In view of this addition to Profit and Loss account, and, after due consideration by your Board of Directors, it was deemed proper to write off certain items that had been carried for some time in the accounts, and also the discounts on various securities, as shown in the report of the General Auditor, annexed hereto (see pages 34, 35 and 36 of pamphlet report), amounting to \$12,267,665.33.

\$6,000,000 of two-year 6% Collateral and Convertible Gold Notes of the Missouri Pacific Railway Company were issued in place of the two-year 7% Gold Notes, due February 10, 1908, which were retired. \$487,000 of these have since been exchanged for a like amount of Kansas & Colorado Pacific Railway Company bonds, at par value.

There were issued during the year \$8,000,000 par value of the Forty-Year 4% Gold Loan Bonds of the Missouri Pacific Railway Company; and, to reimburse the St. Louis, Iron Mountain & Southern Railway Company for expenditures account of construction of new lines and additions and improvements thereto, there were issued \$1,826,047.18 of River and Gulf Division First Mortgage 4% Bonds and \$58,120 of the St. Louis, Iron Mountain & Southern Railway Company Unifying and Refunding Bonds.

The fiscal year opened with a letter promise of business than that realized the previous year, and the first four months showed the substantial increase in gross earnings of \$1,304,671.74; but the depressed business conditions which set in throughout the country the latter part of October, and prevailed during the remainder of the year, affected the traffic of the Company most seriously. This, coupled with reductions in freight and passenger rates by Legislatures and Railroad Commissions in six of the States traversed by your lines, had the effect of decreasing the gross receipts from operation by \$4,464,629.55, as compared with the previous year. Recently the United States Circuit Court for the Eastern District of Arkansas temporarily enjoined the Arkansas Railroad Commissioners from continuing the reduced freight and passenger rates within that State. Litigation is also being proceeded with as to the reasonableness of the low rates prescribed by the public authorities of other States.

The crop prospects along your lines are very good and a gradual return of confidence and better business conditions are being displayed, which it is hoped will result in much better earnings the ensuing year.

For full details of the business and operations of your lines for the past year you are referred to the reports of the Officers of the Company, which follow herewith.

Respectfully,
GEORGE J. GOULD,
President.

St. Louis, Mo., September 25, 1908.

GEO. J. GOULD, Esq., President:

Dear Sir—The Twenty-eighth Annual Report of the operations of the Missouri Pacific Railway and Branch Lines, the Central Branch Railway, the St. Louis, Iron Mountain & Southern Railway and Leased and Operated Lines for the fiscal year ended June 30, 1908, is herewith respectfully submitted:

RESULTS OF OPERATION.

	1907-8.	1906-7.	Increase or Decrease.
Average Mileage Operated.....	6,479.02	6,375.17	103.85
Operating Revenues:			
Freight.....	\$31,423,577 35	\$35,509,588 71	\$4,086,011 36
Passenger.....	8,670,323 46	9,696,063 59	1,025,740 13
Passenger—Other.....	145,820 27	143,820 27	199 00
Mail.....	1,400,101 17	1,519,794 37	119,693 20
Express.....	567,491 85	974,210 89	406,719 04
Miscellaneous Transportation.....	854,856 63	1,003,684 99	148,828 36
Revenue from Operations other than Transportation.....	788,512 26		788,512 26
Total Revenues.....	\$44,238,702 99	\$48,703,342 55	\$4,464,639 56
Operating Expenses:			
Maintenance of Way and Structures.....	\$6,649,883 42	\$5,906,120 53	\$743,762 93
Maintenance of Equipment.....	5,479,485 72	6,908,863 18	1,429,377 46
Traffic Expenses.....	1,087,067 16	1,085,744 51	1,322 65
Transportation Expenses.....	17,084,871 83	16,509,356 53	575,515 30
General Expenses.....	1,344,379 43	2,014,985 31	670,605 88
Total Expenses.....	\$31,646,287 57	\$32,515,070 06	\$868,782 49
Net Operating Revenues.....	\$12,592,415 42	\$16,188,272 49	\$3,595,857 07
Other Income.....	2,875,297 91	3,283,282 84	407,984 93
Total Income.....	\$15,467,713 33	\$19,471,555 33	\$4,003,842 00

Taxes.....	\$1,644,056 73	\$1,483,948 94	\$160,107 79
Equipment Trust Expenses and Sundry			
Other Charges.....	1,692,750 93	1,228,627 90	464,123 03
Net Income.....	\$12,130,906 67	\$16,758,978 49	\$4,628,071 82
Fixed Charges and Rentals.....	\$9,145,189 20	\$9,060,875 40	\$84,313 80
Dividends Paid and Declared (2½ per cent. in 1907-8 and 5 per cent. in 1906-7).....	1,935,210 00	3,890,875 00	1,955,665 00
Net Surplus.....	\$1,050,506 47	\$3,807,228 09	\$2,756,721 62
Operating Revenues per Mile of Road.....	\$6,827.99	\$7,639.54	\$811.55
Operating Revenues per Revenue Train Mile.....	1.81.319	1.92.039	0.10.720
Operating Expenses per Mile of Road.....	4.884.42	5.100.27	215.85
Operating Expenses per Revenue Train Mile.....	1.29.707	1.28.208	0.01.499
Net Operating Revenue per Revenue Train Mile.....	1.943.57	2.539.27	595.70
Per Cent. of Operating Expenses to Operating Revenues.....	0.51.612	0.63.831	0.12.219
NOTE.—Decreases shown in italics.	71.54%	66.70%	4.78%

Fixed Charges and Rentals for the year ended June 30, 1908, as compared with the year ended June 30, 1907, increased \$84,313.80, and is explained as follows:

The Missouri Pacific Railway Four Per Cent. Gold Loan.....Increase, \$139,786 67
Bonds certified by Trustee upon deposit of Capital Stock St. Louis, Iron Mt. & So. Ry. Co.

The Missouri Pacific Railway Two-Year Collateral and Convertible Gold Notes, issued February 10, 1908.....Increase, 128,636 67
Account retirement the Mo. Pac. Ry. Co. Two-Year Gold Notes, as shown below.

St. Louis, Iron Mountain & Southern Railway Unifying and Refunding Mortgage, Increase, 1,200 00

Account Improvements, etc., Pfeiffer Quarry Spur.....\$58,480 00
St. Louis, Iron Mountain & Southern Railway River and Gulf Divisions Mortgage, Increase, 130,013 33

Account construction White River Railway, improvements, ballast, etc. \$139,759 26
Account construction Memphis, Helena & La. Line, improvements, ballast, etc.....350,831 14

Account construction St. Louis Valley Ry. Terminals, 2d main track, etc.....339,467 54
Account construction Eudora-Gilbert Line, improvements, etc.....31,584 72

Account construction 1.79 miles Springfield Southwestern Railway.....53,700 00
Account construction Springfield Southwestern Ry., improvements, etc. 374,038 13

Account construction Herrin & Johnston City Ry., improvements, etc. 9,818 75
Account construction 5.87 miles M. & H. Ry., M. & J. C. Ry. and Coal Belt Ry.....176,100 00

Account construction Marion & Harrisburg Ry., improvements, etc. 11,990 00
Account construction Marion & Johnston City Ry., improvements, etc. 87,700 00

Account construction Coal Belt Railway Co., improvements, etc.....107,769 33
Account construction .43 miles and improvements, etc., Wabash Southern Ry.....144,287 25

Rentals and Trackage.....\$1,826,047 18
Decrease, 154,047 04

The Missouri Pacific Railway Third Mortgage:
Four months interest on \$3,280,000 at 4 per cent. against 7 per cent. previous year.....Decrease, 38,280 00

The Missouri Pacific Railway Two-Year Gold Notes, retired February 10, 1908, Decrease, 116,666 66

Retired by exchange for Collateral and Convertible Gold Notes, as shown above.
St. Louis, Iron Mountain & Southern Railway Consolidated Mortgage.....Decrease, 6,329 17

Account of Trustee having purchased and retired \$2,000 St. Louis, Iron Mountain & Southern Railway General Consolidated Railway and Land Grant Bonds from Land Department Funds.

MILES OF RAILROAD.

The total operated mileage on June 30, 1908, was as follows:

	Miles.
The Missouri Pacific Railway, Main Line and Branches.....	3491.68
The Central Branch Railway.....	388.19
St. Louis, Iron Mountain & Southern Railway and Branches.....	2599.15

Total mileage operated, including duplication of 1.89 miles.....6479.02
Actual mileage operated.....6477.13
Average mileage operated during fiscal year ending June 30, 1908.....6479.02

The Net Increase, 5.48 miles, in the System Mileage, operated at June 30, 1908, as compared with that operated at June 30, 1907, is analyzed as follows:

To the St. Louis, Iron Mountain & Southern Railway mileage there was added on July 1, 1907, 5.48 miles, on account of trackage rights obtained from the New Orleans & North-western Railroad Co. between Clayton Junction, La., and Ferriday, La.

CONSTRUCTION.

White River Division.—Work on steam shovel cut near Cricket, Ark., was continued until November 11, 1907, output being used for filling bridges and widening embankments. The decks of eight trestle bridges were covered with gravel for fire protection. Coaling stations at Branson, Mo., and Gulon, Ark., and overhead highway bridges at Yellville and Bergman, Ark., were completed. All work suspended since January 15, 1908.

There was expended account this line prior to July 1, 1907, \$10,235,993.94, which amount added to an expenditure of \$4,240.94, incurred during the year, makes the total cost to date.....\$10,240,234 88

There was expended in completion of division yard and engine facilities at Cotter, Ark., during the year \$1,259.74, which makes the total cost to date.....146,094 50

Work on train yard and engine facilities at Crane, Mo., was suspended November 26, 1907; there was expended during the year \$55,671.23, which makes the total cost to date.....54,180 56

Memphis, Helena & Louisiana Railway Division (Arkansas).—There was expended on this line during the year for bank protection work at the Arkansas River Bridge, ballasting, construction of sidetracks, station buildings, water station, and at McGehee, Ark., an employees' hotel, \$113,520.18, which added to the previous expenditure of \$3,713,222.30, makes the total cost to date.....\$3,826,742 48

Memphis, Helena & Louisiana Railroad Division (Louisiana).—There was expended on this line during the year for ballasting, \$198,546.50, which, with the previous expenditure of \$1,274,323, makes the total cost to date.....\$1,472,869 50

Eudora-Gilbert Branch.—In constructing station buildings and section-houses on the 37.47 miles constructed south from Eudora, Ark., to Calvit, La., there was expended \$14,186.76, which makes its cost so far as completed.....\$616,146 61

Gurdon & Fort Smith Railroad.—Extending from a connection with the Arkansas Southwestern Railway near Antioch, Ark., in a northerly direction 33.85 miles through Clark and Pike Counties, to Caddo Gap, Montgomery County, a point on the Caddo River. Ballasting, construction of station buildings, telegraph line and right-of-way fences was completed and line turned over to the Operating Department on January 1, 1908.

There was expended account this line during the year \$70,146.90, which, with the expenditure of \$1,328,592.18 previously incurred, makes the total cost to date.....\$1,398,739 08

Gurdon & Fort Smith Northern Railway.—A continuation of the Gurdon & Ft. Smith Railroad from Caddo Gap, Ark., north to the Ouachita River, a distance of about 23 miles. The first 5.74 miles was completed and turned over to the Operating Department January 1, 1908. Its further extension is not now contemplated.

There was expended during the year, for ballasting, sidetracks, station buildings and water station, \$51,661.80, which, added to the previous expenditure of \$83,328.52, makes the total cost to date.....\$134,990 32

Springfield Southwestern Railway.—From Crane, Mo., to Springfield, Mo., 35.18 miles. During the year first and second main tracks were constructed through the city of Springfield, Mo. A brick freight station 43x291 feet, house and team tracks and a passenger platform were constructed west of Main Street, and an interlocking plant installed at crossing with the Frisco Railroad. Between Crane and Springfield main track was ballasted and station buildings, section-houses, stock pens and right-of-way fences completed.

There was expended account this line during the year \$300,555.81, which, with the previous expenditure of \$1,239,122.47, makes the total cost to date.....\$1,539,708 28

Dupo Yard.—Located on the Illinois Division between Dupo and Bixby. During the year a culvert pit and hot well were constructed, two track scales installed and 5.49 miles additional yard tracks laid, making a total of 27.10 miles track. 24 miles of which is ballasted, 10 miles having been ballasted during the current year. Work was suspended in December, 1907.

There was expended account this work during the year \$92,907.70, which, with the previous expenditure of \$709,041.03, makes the total cost to date.....\$801,948 73

Wabash Southern Railway.—A continuation of the Zelig Extension of the East and West Illinois Line northeasterly to Benton, Ill., 9.45 miles. During the year track was completed and nearly all ballasted with stone, and line turned over to Operating Department January 1, 1908. Track is laid with new 55-pound steel rail.

During the year there was expended \$25,660.33, which, with an expenditure of \$407,318.34 previously incurred, makes the total cost to date..... \$432,978 67

Coal Belt Railway Extension.—In Williamson County, Ill., extension of electric line 9.34 miles north on Park Avenue in Herrin, Ill., to a connection with the Herrin Railway, was completed. A brick combined freight and passenger depot 20x56 feet 8 inches was constructed in Herrin. Some additional side-tracks were constructed and eight additional electrical cars acquired. There was expended account of this work during the year \$76,541.88, which, with the previous amount of \$100,303.36, makes the total expended on this line since its acquisition..... \$176,845 24

Herrin & Johnston City Railway.—In Williamson County, Ill., a connection was made with the Chicago & Eastern Illinois Railroad at the Holland Mine Yards and some ballasting done at an expenditure of \$2,065.57, making total cost of this line to date..... \$118,797 22

Marion & Harrisburg Railway.—Diverging from Coal Belt Electric Railway west of and extending easterly through the city of Marion, Ill., 1.36 miles, was completed at an expenditure of \$725.18, making its total cost to date..... \$93,962 92

Marion & Johnston City Railway.—A continuation of the Marion & Harrisburg Railway northwardly towards Johnston City, Ill. Main track was extended 0.93 miles, making total of 6.8 miles, and 1.8 miles of spur tracks constructed to various coal-mining properties. There was expended account this property during the year \$12,422.66, which, with the previous expenditure of \$133,060.17, makes a total to date of..... \$145,482 83

St. Joseph & Central Branch Railway.—Brick freighthouse, 52x450 feet, in St. Joseph was completed. Track construction is still prevented by litigation. There was expended account this line during the year \$30,421.17, which, with an expenditure of \$555,030.43 previously incurred, makes the total cost as far as completed..... \$585,451 60

Natchez & Western Railway.—Work of reconstructing and improving this line, which was changed to standard gauge in the previous year, was suspended December 6, 1907. There was expended during the year \$34,157.90, which, with the previous expenditure of \$83,649.71, makes the total expenditure for reconstruction..... \$117,807 61

Little Rock Union Station and Passenger Yard.—The main building of new Union Station has been practically completed. Steel work for midway over tracks has been delivered, but erection and all grading work deferred. There was expended account this work \$181,450.37, which amount added to the previous expenditure of \$222,163.44, makes the total cost to date for lands and construction..... \$403,613 81

Grading of passenger yard was about 40 per cent. completed; this work was suspended December 11, 1907. There was expended to June 30, 1908..... 21,406 73

Wichita Yard.—Freight yard and engine facilities at the east city limits of Wichita, Kan., were completed. There was expended account this work during the year \$30,743.02, which, with the previous expenditure of \$92,806.61, makes its total cost..... \$123,549 63

Miscellaneous.—There was expended during the year for grading and other expenses, Edgewater Connecting Railway along levee in Kansas City, Kan., damages to abutting property in Texarkana, Ark., account viaduct to be constructed on College Street..... 1,050 16

Grading for low-grade line, Batesville to Newark, Ark..... 1,127 04

Miscellaneous Surveys..... 88 72

MAINTENANCE OF WAY AND STRUCTURES.

Total Expenditures charged to Maintenance of Way during fiscal year 1907-8, 6478.02 Miles (\$1026.37 per mile of road)..... \$6,649,883 43

Total Expenditures charged to Maintenance of Way during fiscal year 1906-7, 6473.54 Miles (\$912.34 per mile of road)..... 5,906,120 53

Increase (\$114.03 per mile of road)..... \$743,762 90

Increased mileage of 5.48 due to operating over N. O. & N. W. R. R., between Clayton Junction and Ferriday, La.

PASSENGER TRAFFIC.

The revenues from passenger traffic for the year decreased \$1,025,730.13, or 10.58 per cent., partly on account of the general depression in business and partly by the application, under protest, in six of the States, of the low rate of two cents per mile, ordered by the public authorities. Considering the sparse population of many of the districts traversed by your lines in the States referred to, more especially the branch lines and the new and thus far undeveloped lines constructed by your Company in the last three or four years, a rate of two cents per passenger per mile does not compensate the Company for the service performed.

Upon application to the United States Circuit Court for the Eastern District of Arkansas, and after a full hearing, a temporary injunction was granted, restraining the State of Arkansas from enforcing the low rate of two cents per mile until the matter can be fully presented, be considered by the Court, and the reasonableness of the rate, in view of all circumstances and conditions, be determined. The reasonableness of the reduced rates in certain other States traversed by your lines is also being contested, and it is hoped that the Courts will hold that these reduced scales of rates are inadequate compensation.

FREIGHT TRAFFIC.

The freight earnings for the past year were \$31,423,577.35, which was a decrease, compared with those of the previous year, of \$4,056,011.36.

The financial disturbance in October produced a depression in the general business of the country, from which the industrial and commercial interests have not yet recovered. Merchandising, manufacturing, mining, the lumber business and other trades and industries suffered severely, and products of the farm were held, owing to the uncertainty of markets. The situation, however, has somewhat improved, and with good crop prospects, the natural resources unimpaired and a feeling of confidence which is being gradually established, it is the consensus of opinion that greater activity in all branches of trade will in the coming year be realized.

Aside from the increased business, however, it is necessary that the carriers obtain higher rates than now prevail. The large additions to cost of operation forced upon the railroads within the last few years by the higher prices of labor and materials, as well as the many costly exactions of the National and State Governments and the imperative demands of the business public for a more prompt and higher standard of service, have so swelled the expenses as to reduce the margin of profit to a figure that is not adequate to meet the financial requirements of the railroads. The unceasing attention of the Traffic and Law Officers is necessarily directed toward securing such reasonable rates for the service performed as will prove compensatory. Suits are now pending in the courts for the restoration of the rates reduced by Acts of Legislatures and Railroad Commissions of States traversed by the Company's lines.

INDUSTRIAL DEPARTMENT.

This Department as well as the others suffered during the year from the financial disturbance, yet a substantial progress is shown in the industries erected and capital invested throughout the System.

For the year there were established 330 industries of various kinds, in which were invested a capital of \$17,359,700, and which promised the Company 136,780 carloads of freight annually.

Among the industries there are 25 cement, brick, stone, roofing and other plants, 89 sawmills and woodworking plants, 15 coal mines and 8 lead and zinc mines.

Expert examination of the iron-producing sections of Missouri were conducted last year, and as a result three companies have been organized and chartered to carry on iron-mining operations.

Commercial clubs are being organized at many points to co-operate with the Company toward the establishment of industries in their respective localities, and all are meeting with success.

Attention is still being directed to the drainage and reclamation of swamp lands adjacent to the lines in Arkansas and Louisiana. Engineers from the United States Department of Agriculture have been making surveys, and land owners and leading citizens have established drainage organizations throughout the districts where lands can be thus reclaimed.

The work of educating farmers in the various kinds of field work is still being carried on with trained experts and by lectures and practical demonstration. Several hundred demonstration farms have been already instituted in communities served by the Company's lines, and the State and National agricultural bureaus, which freely co-operate with the representatives of the Company, are, through their experimental stations, doing untold good in advancing agricultural interests.

LAW DEPARTMENT.

The many difficult questions in corporate and transportation law, together with the elucidation of the true relationship between the public and the carriers, growing out of recent Federal and State legislative enactments and the rulings and orders of railroad commissions, have greatly increased the labors and duties of the Law Department, and at times have greatly taxed its principal officers. The probabilities are that this important work will increase in volume until precedents are established by judicial decisions sufficient in number and broad enough in scope to guide the management in conducting the commercial affairs of the Company.

I take pleasure in acknowledging the faithful and efficient services of the officers and employees under my charge during the year.

Annexed hereto may be found the General Auditor's Statements, Accounts and Statistics relating to the business of the fiscal year, and the condition of the Company's financial affairs on June 30, 1908.

Respectfully submitted.

C. S. CLARKE,
Vice-President.

Florida Farming.

The Board of Trade of St. Petersburg, Fla., has issued an attractive folder setting forth a mass of interesting facts about Florida as a farming State. Typical of the potentialities of the State are the figures of production in 1903 in Hillsborough county, in which St. Petersburg lies. Their total value was \$907,974, of which \$680,421 represented fruits, including oranges, lemons, pineapples, grape fruit, bananas, guavas, strawberries, peaches, pears and grapes; \$141,327 represented farm and garden crops, including sugar, sweet potatoes, corn, syrup, watermelons, Irish potatoes, hay, tomatoes, cabbage, beans, eggplant, velvet beans, rice, cucumbers, cantaloupes, field peas, beets, cassava, wool, peanuts, honey, oats, millet, English peas, squash, and \$86,046 milk, butter and eggs. Estimates of the average yield per acre of various crops include \$625 per acre for peppers, \$625 for lettuce, \$1050 for celery, \$250 for cucumbers, \$187 for beans and \$156 for cantaloupes.

The Louisiana Rice Growers' Association has been formed with Messrs. W. B. Gabbert president and A. T. Jones secretary and treasurer.

Hon. Martin V. Calvin, director of the Georgia Experiment Station, has published a leaflet giving some facts about the progress of Georgia.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,
Baltimore, Md., November 24.

In the Baltimore stock market during the past week it has been rather dull as compared with the recent activity, but prices were fairly well sustained. In the trading United Railways common sold at 11½; do. trust certificates, 11¼ to 11½; do. incomes, 54 to 54½; do. funding 5s, 83 to 83½; the funding scrip, 83½ to 83; United 4s, 85½ to 85¾; Consolidated Gas, Electric Light & Power preferred, 71½ to 70; do. do. 4½s, 78½ to 80; Consolidated Gas 6s, 104¼; do. do. 4½s, 93; Seaboard Company common, 8 to 8½; do. first preferred, 35; do. second preferred, 15¾ to 15½; do. 10-year 5s, 92¼; do. three-year 5s, 91¾; Consolidated Cotton Duck common, 7¾; Mt. Vernon-Woodberry Cotton Duck 5s, 78 to 78¾; G. B. S. Brewing incomes, 16½.

Bank stock sold as follows: Western, 34½ to 34¾; German, 103¼; Merchants', 106; Union, 124½; Bank of Baltimore, 119 to 120; Citizens' Bank, 36½.

Fidelity & Deposit sold at 137½; Maryland Casualty, 73¾ to 74; Colonial Trust, 26; Continental Trust, 180; Mercantile Trust, 130.

Other securities were traded in as follows: Northern Central Railway stock, 98 to 98½; Western Maryland Railroad stock, 7½ to 6¾; Atlanta Consolidated Street Railway 5s, 105; Augusta Railway & Electric 5s, 100; Baltimore, Sparrows Point & Chesapeake 4½s, 93 to 92½; Baltimore Traction 5s, 110¼; Georgia & Alabama Consolidated 5s, 104½ to 103¾; Florida Southern 4s, 93; Georgia Southern & Florida 5s, 107½ to 107; Norfolk & Carolina 1st 5s, 111½; Norfolk Railway & Light 5s, 94 to 94½; Pittsburg United Traction 5s, 106½; Wilmington & Weldon 4s, 98½ to 100; Baltimore Electric 5s, stamped, 86½; Virginia deferred, Brown Bros. certificates, 41½; Anacostia & Potomac 5s, guaranteed, 102; Atlantic

Coast Line new 4s, certificates, 78½ to 80; Newport News & Old Point 5s, 89¾ to 90; Baltimore City 4s, 1955, 103¼ to 103¾; Atlantic Coast Line 4s, 95 to 95½; Atlantic Coast Line of Connecticut stock, 249 to 250; Consolidation Coal, 89½ to 90; Baltimore City 3½s, 1980, 92¼ to 92; Norfolk Railway & Light stock, 19 to 18¼; Atlanta & Charlotte extended 4½s, 101¼; Alabama Consolidated Coal & Iron 5s, 86¼; Baltimore Traction (North Baltimore division) 5s, 115½; Baltimore City 3½s, 1980, 92¼; Baltimore Brick 5s, 60½; Atlantic Coast Line of South Carolina 4s, 98¼; Central Railway extension 5s, 110¼; Carolina Central 4s, 88¼; South Bound 5s, 105¼; Maryland Telephone 1st 5s, 92½; Anacostia & Potomac 5s, guaranteed, 102½; Maryland & Pennsylvania incomes, 62½; George's Creek Coal & Iron, 75; Memphis Street Railway 5s, 95¾.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended November 24, 1908.

Railroad Stocks.	Par	Bid.	Asked.
Atlantic Coast.....	100	108½	109½
Atlantic Coast of Conn.....	100	245	250½
Georgia Southern & Fla.....	100	17	19
Georgia South. & Fla. 2d Pfd.....	100	67	70
Norfolk Railway & Light.....	100	18	19
Seaboard Co. Com.....	100	7½	8½
Seaboard Co. 1st Pfd.....	100	33	40
Seaboard Co. 2d Pfd.....	100	15	16
United Ry. & Elec. Co.....	50	11¼	11½
Western Maryland.....	50	6¼	6½
Bank Stocks.			
Citizens' National Bank.....	10	36	36½
Commonwealth Bank.....	50	80	80
Farm. & Mer. National Bank.....	40	48	48
Merchants' National Bank.....	100	165	165
National Bank of Baltimore.....	100	119	120
National Exchange Bank.....	100	158	158
National Howard Bank.....	10	125	125
National Union Bank of Md.....	100	124½	127
Second National Bank.....	100	190	190
Western National Bank.....	20	34½	35½
Trust, Fidelity and Casualty Stocks.			
Colonial Trust.....	50	25¼	26½
Continental Trust.....	100	175	185
Fidelity & Deposit.....	50	137½	140
International Trust.....	100	117½	117½
Merc. Trust & Deposit.....	50	130	135
Union Trust.....	50	60	60
Miscellaneous Stocks.			
Ala. Con. Coal & Iron.....	100	39¼	40¼
Ala. Con. Coal & Iron Pfd.....	100	91	95
Con. Cotton Duck Com.....	50	7½	8½
Con. Cotton Duck Pfd.....	50	29½	28
Con. Gas, Elec. Lt. & P. Com.....	100	25	25
Con. Gas, Elec. Lt. & P. Pfd.....	100	69	71½
Consolidated Coal.....	100	92½	92½
G. B. S. Brewing Co.....	100	24¼	4
George's Creek Coal.....	100	70	75
Railroad Bonds.			
Atlanta & Birmingham 4s.....	100	72	72
Atlanta & Charlotte Ext. 4½s.....	100	101	101½
Atlantic Coast Line 1st 4s, 1952.....	100	95¼	95½
Atlantic Coast Line 4s, Cfs.....	100	78½	78½
Atlantic C. L. Com. 4s, Cfs, 5-20s.....	100	84½	84½
Atlantic C. L. (Conn.) 5s, Cfs.....	100	98	98¼
Atlantic C. L. (S. C.) 4s, 1948.....	100	88	88¼
Carolina Central 4s, 1949.....	100	83	88¼
Charlotte, Col. & Aug. 1st 5s, 1910.....	100	106	106
Charlotte, Col. & Aug. 5s, 1910.....	100	104	104
Coal & Coke Railway 5s.....	100	88	88
Florida Southern 4s, 1940.....	100	92½	104
Georgia & Alabama 5s, 1945.....	100	106½	106½
Georgia, Car. & North. 1st 5s, 1929.....	100	106½	106½
Georgia South. & Fla. 1st 5s, 1945.....	100	106½	106½
Maryland & Pennsylvania 4s, 1951.....	100	92	92½
Piedmont & Con. 1st 5s, 1941.....	100	102	102½
Potomac Valley 1st 5s, 1911.....	100	100¼	102½
Richmond & Danville Gold 6s.....	100	109¼	111
Richmond & Petersburg 6s, 1915.....	100	108	108
Sav. Fla. & West. 5s, 1934.....	100	91½	92
Seaboard Air Line 4s, 1950.....	100	91½	92
Seaboard Air Line 5s, 10-yr., 1911.....	100	91½	92
Seaboard Air Line 5s, 3-yr.....	100	91½	92
Seaboard & Roanoke 5s, 1926.....	100	107	108
Silver Spgs. & Gulf 4s, 1918.....	100	99	99
South Bound 5s, 1941.....	100	106¼	106¼
Southern Railway Con. 5s, 1904.....	100	108½	108½
Washington Terminal 3½s.....	100	93¼	94¼
Western Maryland 2d 4s.....	100	81	81
W. Va. Cent. 1st 6s, 1911.....	100	104½	106
Wil. Col. & Aug. 6s, 1910.....	100	104	104
Wilmington & Weld. Gold 5s, 1935.....	100	110	110
Washington & Vandemere 4½s.....	100	97	97
Street Railway Bonds.			
Anacostia & Pot. 5s, 1949, Guar.....	100	102¼	103
Atlanta Con. St. Ry. 5s.....	100	105	105½
Augusta Ry. & Elec. 5s, 1940.....	100	100	100½
Balto. City Pass. 5s, 1941.....	100	101	101
Balto. Sp. Tr. & Ches. 4½s.....	100	92¾	93¾
Balto. Trac. (S. B. Div.) 5s, 1942.....	100	109	115
Charleston City Railway 5s, 1923.....	100	106	106
City & Suburban 5s (Balto.), 1922.....	100	110¼	110¼
City & Suburban 5s (Wash.), 1948.....	100	101½	101½
Knoxville Traction 1st 5s, 1928.....	100	102	102
Lake Roland Elevated 5s, 1942.....	100	110	110
Lexington Railway 1st 5s, 1949.....	100	95	95
Mass. Ry. & Lt. 1st Con. 5s, 1953.....	100	95¼	96
Memphis Street Railway 5s.....	100	95¾	96
Newport News & Old Pt. 5s, 1888.....	100	94	94½
Norfolk Rwy. & Lt. 5s.....	100	94	94½
Norfolk Street Railway 5s, 1944.....	100	107	108
United Railways 1st 4s, 1949.....	100	85½	86
United Railways Inc. 4s, 1949.....	100	54½	55
United Railways Funding 6s.....	100	83¼	83¼
Miscellaneous Bonds.			
Ala. Con. Coal & Iron 5s.....	80¼	87¼	87¼
Baltimore Electric 5s.....	100	86¼	86¼
Consolidated Gas 6s, 1910.....	100	104	104½
Consolidated Gas 5s, 1929.....	100	110¼	111
Consolidated Gas 4½s.....	100	92¾	93
Con. Gas, Elec. Lt. & P. 4½s.....	100	79½	80
G. B. S. Brewing 1st 4s.....	100	46¾	47¾
G. B. S. Brewing Inc. 4s.....	100	16	17
Maryland Telephone 5s.....	100	91¾	92¼
Mt. Vernon-Woodby's Cot. Duck 5s.....	100	78¾	79
United Elec. Lt. & P. 4½s.....	100	93	95

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending November 23.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	75	80
Alken Mfg. Co. (S. C.)	82	85
American Spinning Co. (S. C.)	145	150
Anderson Cotton Mills (S. C.)	70	75
Arcadia Mills (S. C.)	90	95
Arkwright Cotton Mills (S. C.)	100	110
Augusta Factory (Ga.)	65	70
Avondale Mills (Ala.)	110	125
Belton Mills (S. C.)	112	125
Brandon Mills (S. C.)	125	130
Cabarrus Cotton Mills (N. C.)	120	130
Chadwick Mfg. Co. (N. C.) Pfd.	103	105
Chiquola Mfg. Co. (S. C.)	125	130
Clifton Mfg. Co. (S. C.)	103	105
Clifton Mfg. Co. (S. C.) Pfd.	99	103
Clinton Cotton Mills (S. C.)	105	110
Columbus Mfg. Co. (Ga.)	98	100
Courtenay Mfg. Co. (S. C.)	97	100
Dallas Mfg. Co. (Ala.)	90	95
Darlington Mfg. Co. (S. C.)	70	75
Converse Co. D. B. (S. C.)	112	120
Drayton Mills (S. C.)	100	110
Eagle & Phenix Mills (Ga.)	120	137
Easley Cotton Mills (S. C.)	145	150
Enoree Mfg. Co. (S. C.)	69	80
Enoree Mfg. Co. (S. C.) Pfd.	100	105
Enterprise Mfg. Co. (Ga.)	82	90
Exposition Cotton Mills (Ga.)	240	250
Gaffney Mfg. Co. (S. C.)	65	70
Gainesville Cotton Mills (Ga.)	48	55
Granby Cot. Mills (S. C.) 1st Pfd.	45	50
Greenville Mfg. Co. (S. C.)	160	165
Greenwood Cotton Mills (S. C.)	80	85
Grendel Mills (S. C.)	109	118
Hartsville Cotton Mill (S. C.)	125	130
Henrietta Mills (N. C.)	160	175
Inman Mills (S. C.)	106	110
Lancaster Cotton Mills (S. C.)	110	125
Lancaster Cot. Mills (S. C.) Pfd.	91	96
Langley Mfg. Co. (S. C.)	91	96
Laurens Mills (S. C.)	148	155
Limestone Mills (S. C.)	85	90
Lockhart Mills (S. C.)	97	100
Lockhart Mills (S. C.) Pfd.	97	100
Loray Cotton Mills (N. C.) Pfd.	90	95
Mariboro Cotton Mills (S. C.)	80	85
Mills Mfg. Co. (S. C.)	100	105
Molokoh Mfg. Co. (S. C.)	92	100
Monaghan Mills (S. C.)	115	120
Monarch Cotton Mills (S. C.)	95	100
Newberry Cotton Mills (S. C.)	145	150
Ninety-Six Cotton Mills (S. C.)	115	120
Norris Cotton Mills (S. C.)	120	125
Odeff Mfg. Co. (N. C.)	90	95
Olympia Cotton Mills (S. C.)	68	75
Orr Cotton Mills (S. C.)	104	110
Pacolet Mfg. Co. (S. C.)	160	165
Pacolet Mfg. Co. (S. C.) Pfd.	97	100
Peizer Mfg. Co. (S. C.)	175	180
Piedmont Mfg. Co. (S. C.)	175	180
Poe Mfg. Co. F. W. (S. C.)	120	124
Saxon Mills (S. C.)	122	125
Sibley Mfg. Co. (Ga.)	62	65
Spartan Mills (S. C.)	135	140
Trion Mfg. Co. (Ga.)	132	140
Tucapau Mills (S. C.)	200	210
Union-Buttall (S. C.) 1st Pfd.	60	65
Victor Mfg. Co. (S. C.)	130	135
Warren Mfg. Co. (S. C.)	102	105
Warren Mfg. Co. (S. C.) Pfd.	102	105
Washington Mills (Va.)	25	30
Washington Mills (Va.) Pfd.	100	110
Whitney Mfg. Co. (S. C.)	140	145
Wiscasset Mills (N. C.)	125	135
Woodruff Cotton Mills (S. C.)	122	125
Woodside Cotton Mills (S. C.)	100	104
Watts Mills (S. C.)	90	95
Williamston Mills (S. C.)	100	105

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending November 23.

	Bid.	Asked.
Abbeville Cotton Mills (S. C.)	75	80
Alken Mfg. Co. (S. C.)	82	85
American Spinning Co. (S. C.)	145	150
Anderson Cotton Mills (S. C.)	55	70
Arkwright Mills (S. C.)	100	110
Augusta Factory (Ga.)	65	70
Avondale Mills (Ala.)	115	125
Bibb Mfg. Co. (Ga.)	120	125
Brandon Mills (S. C.)	127	130
Cabarrus Cotton Mills (N. C.)	120	130
Chadwick Mfg. Co. (N. C.)	100	105
Chadwick Mfg. Co. (N. C.) Pfd.	102	105
Chiquola Mfg. Co. (S. C.)	125	130
Clifton Mfg. Co. (S. C.)	102	107
Clifton Mfg. Co. (S. C.) Pfd.	99 1/2	103
Clinton Cotton Mills (S. C.)	120	125
Columbus Mfg. Co. (Ga.)	97 1/2	100
Courtenay Mfg. Co. (S. C.)	97	100
Dallas Mfg. Co. (Ala.)	90	95
Darlington Mfg. Co. (S. C.)	70	75
Drayton Mfg. Co. (S. C.)	100	105
Eagle & Phenix Mills (Ga.)	122 1/2	150
Easley Cotton Mills (S. C.)	145	150
Enoree Mfg. Co. (S. C.)	69	73
Enoree Mfg. Co. (S. C.) Pfd.	100	105
Enterprise Mfg. Co. (S. C.)	82	90
Exposition Cotton Mills (Ga.)	240	250
Gaffney Mfg. Co. (S. C.)	65	68
Gainesville Cotton Mills (Ga.)	48	55
Granby Cot. Mills (S. C.) 1st Pfd.	45	50
Greenville Mfg. Co. (S. C.)	160	165
Greenwood Cotton Mills (S. C.)	90	95
Grendel Mills (S. C.)	111	118
Henrietta Mills (N. C.)	160	175
King Mfg. Co., John P. (Ga.)	97	102
Lancaster Cotton Mills (S. C.)	119	125
Lancaster Cot. Mills (S. C.) Pfd.	91	96
Langley Mfg. Co. (S. C.)	91	96
Laurens Cotton Mills (S. C.)	146	155
Limestone Mills (S. C.)	141	145
Lockhart Mills (S. C.)	97	100
Lockhart Mills (S. C.) Pfd.	97	100
Loray Mills (N. C.) Pfd.	90	95
Mariboro Cotton Mills (S. C.)	80	85
Mayo Mills (N. C.)	165	170
Mills Mfg. Co. (S. C.)	105	110
Mills Mfg. Co. (S. C.) Pfd.	105	110
Monaghan Mills (S. C.)	110	115
Monarch Cotton Mills (S. C.)	98	100
Newberry Cotton Mills (S. C.)	145	150
Norris Cotton Mills (S. C.)	115	120
Olympia Cot. Mills (S. C.) 1st Pfd.	65	80
Orangeburg Mfg. Co. (S. C.) Pfd.	98	100
Orr Cotton Mills (S. C.)	104	106
Pacolet Mfg. Co. (S. C.)	150	155
Pacolet Mfg. Co. (S. C.) Pfd.	97	103
Peizer Mfg. Co. (S. C.)	175	180
Piedmont Mfg. Co. (S. C.)	175	180
Poe Mfg. Co. (S. C.)	126	130
Richland Cot. Mills (S. C.) Pfd.	46	50
Raleigh Cotton Mills (N. C.)	100	105
Roanoke Mills (N. C.)	170	175

Saxon Mills (S. C.)	120	125
Sibley Mfg. Co. (Ga.)	62 1/2	65
Spartan Mills (S. C.)	135	140
Springstein Mills (S. C.)	100	105
Tucapau Mills (S. C.)	195	200
Trion Mfg. Co. (Ga.)	140	145
Union-Buttall Mills 1st Pfd.	58 1/2	60
Victor Mfg. Co. (S. C.)	120	130
Warren Mfg. Co. (S. C.)	92	95 1/2
Warren Mfg. Co. Pfd.	100	105
Washington Mills (Va.)	25	30
Washington Mills Pfd.	100	115
Whitney Mfg. Co. (S. C.)	140	145
Williamston Mills (S. C.)	100	105
Wiscasset Mills (N. C.)	125	135
Woodruff Cotton Mills (S. C.)	120	123
Woodside Cotton Mills (S. C.)	102	105

Virginia-Carolina Chemical Bonds.

It is announced that of the recent purchase of \$12,000,000 of Virginia-Carolina Chemical Co. first mortgage 5 per cent. bonds, all have been sold excepting a limited amount reserved to exchange at 94 1/2 and interest for the 5 per cent. collateral trust bonds maturing in 1912 at 105 and interest. Hallgarten & Co., 5 Nassau street, and Blair & Co., 24 Broad street, New York, also announce that outstanding collateral trust bonds will be purchased at 105 and accrued interest upon presentation at either of their offices.

Citizens' National Bank of Baltimore.

The Citizens' National Bank of Baltimore, Md., which has been identified with the mercantile, manufacturing and jobbing interests of the city for 59 years, has issued an attractive folder showing the condition of its business September 23, 1908, as follows: Loans and discounts, \$7,160,285; due from banks, \$469,583; cash and reserve, \$2,128,682; capital, \$1,000,000; surplus and profits (net), \$1,971,798; circulation, \$815,000; deposits, \$7,694,838; total resources, \$11,886,637. Wm. H. O'Connell is president; David Ambach, vice-president; Albert D. Graham, vice-president-cashier, and Frank M. Dushane, assistant cashier.

A New Bank and Trust Company.

The financial institutions of Rome, Ga., will be increased about January 1, 1909, by the addition of the American Bank & Trust Co. This company will have a capital stock of \$50,000, and is authorized under a special charter to act as executor, trustee, administrator, guardian and agent, and will be a legal depository for court and trust funds, and will take entire charge of real and personal estates. It may also act as trustee under mortgages made by railroads and other corporations, as transfer agent and registrar of stocks and bonds, and it may receive accounts from individuals, trustees, estates and corporations.

A beautiful and appropriate building fitted up in marble and mahogany will be erected in the heart of the business section of the city, and every feature of the new enterprise will be on a large scale in order to afford a solid foundation for a healthy growth of business. Its business activity will not be confined to the State of Georgia; it will reach out to all the surrounding States. Among those actively interested in this new company are J. C. Porter, F. S. Barron, G. B. Holder, E. A. Hurd, J. L. Bass, Fred. Averett, C. R. Porter, Robt. Graves and J. W. Curry, together with the officers, George D. Pollock, president, who is now cashier of the Cherokee Bank, Rome, Ga., and T. J. Simpson, vice-president.

New Corporations.

Allensville, Ky.—Reports state that a new bank is to be established with Dr. Will Young as president and Ben Gill, Jr., cashier.

Arlington P. O., Baltimore, Md.—The Commercial Bank of Maryland has completed its organization by electing the following directors: Charles T. Cockey, Jr., president; John K. Culver, first vice-president; Howard E. Jackson, second vice-president; George W. Alt, William A.

Dicky, H. D. Eastman, Henry D. Hammond, Arthur Nicholson, Max Rosen, J. Frank Shipley and J. B. Wailes. The bank has \$25,000 capital.

Birmingham, Ala.—The National Securities Co., authorized capital \$100,000, has filed its charter. The incorporators are Carl H. Seals, Robert C. George and Paul A. Savage.

Coahoma, Texas.—The First State Bank has been incorporated with \$10,000 capital by W. W. Lay, W. C. Bass, R. V. Guthrie and others.

Cumming, Ga.—The Farmers & Merchants' Bank of Cumming has been granted a charter; capital \$25,000. The officers are: John D. Walker of Sparta, president; W. R. Otwell of Cumming, vice-president; William Webb, cashier; directors, J. D. Walker, W. A. Otwell, H. T. Long, E. E. Brannan, Joel Webb, A. J. Green, Dr. A. Strickland, R. T. Hagley and R. H. Thompson.

Elizabeth City, N. C.—A new bank is reported being organized by John Q. A. Wood, George M. Scott and others.

Highlandtown, P. O. Baltimore, Md.—A savings bank is reported being organized by J. C. Taliaferro, James H. Preston, Jonas Herman, George H. Dannetel, Thos. J. Kurlde, Dr. A. S. Warner, George C. Goldman, William G. Tyler, William C. Dorsey, Henry Rapp, William G. Bohenberg and Adolph Wager.

Kopperl, Texas.—The First State Bank, capital \$10,000, has filed its charter. The incorporators are O. S. Houston, W. P. Greer, E. B. Lain and others.

Louisville, Ky.—The Southern National Life Insurance Co. has begun business; authorized capital \$500,000, with \$110,000 paid in. The officers are: President, Ed. L. Williams; first vice-president, W. L. Kennett; second vice-president, W. O. Head; third vice-president, William L. Mosby; secretary, B. H. Poindexter; treasurer, J. H. Dickey; general counsel, John W. Ray.

Louisville, Ky.—The Fidelity Guaranty Co., authorized capital \$500,000, has been incorporated by S. W. Hayer of Ashland, Ky.; H. K. Cole of Owensboro and J. A. Young, W. J. Day and Hill Spalding of Louisville.

Lubbock, Texas.—The Lubbock State Bank has been chartered with \$75,000 capital by O. L. Slaton, W. S. Posey, H. B. Reed, R. H. Lowry, R. A. Barclay, M. C. McCrummins, G. A. Carter, C. H. Ellis, Lubbock; J. B. Posey, Plainview.

Lumpkin, Ga.—The Bank of Lumpkin is reported to have begun business with \$25,000 capital. The officers are J. D. Richardson, president; J. J. Thompson, vice-president; John Walker, Sparta, financial agent, and Samuel H. Hollis, former cashier of the bank at Davisboro, cashier.

Meta, Mo.—The Farmers and Merchants' Bank has been incorporated with \$10,000 capital by A. J. Bond, John F. Rowan, S. J. Terrill and others.

Mangum, Okla.—The First State Bank has been authorized to begin business with \$15,000 capital. C. F. Elerick is president and E. E. Sutton, cashier.

New Orleans, La.—The Fidelity Mortgage & Title Co. has published its charter; capital \$250,000; directors, William Warren, president; Joseph W. Bray, vice-president; Frank E. Rainold, general counsel; Alfred Wellborn, secretary-treasurer; Ernest J. Coulon, H. T. Higinbotham, Henry O. Maher, Richard McCarthy, Jr., and Henry J. Saunders.

North Fort Worth, P. O. Fort Worth, Texas.—The North Texas State Bank, capital \$20,000, has been incorporated by W. H. Grove, R. J. Rhome, A. J. Long and others.

Spiro, Okla.—The First National Bank has been authorized to begin business;

capital \$25,000. The officers are Geo. H. Dunkline, president; John D. Dorough, vice-president; John R. Redwine, cashier; L. R. Moore, assistant cashier.

Tishomingo, Okla.—The State Bank of Tishomingo, capital \$10,000, has been authorized to begin business with F. J. Bengel, president; Alex. A. Gillette, vice-president, and A. P. Spencer, cashier.

Upperville, Va.—It is reported that a bank has been opened with W. H. Boynton as cashier.

New Securities.

Atoka, Okla.—Bids will be received until December 1 for \$60,000 of Atoka county courthouse bonds.

Austin, Texas.—The Attorney-General has approved \$200,000 of Travis county road and bridge bonds.

Baltimore, Md.—The International Trust Co. of Maryland will receive bids until noon November 27 for \$20,000 of 5 per cent. bonds for sinking fund.

Baltimore, Md.—J. A. Hutchinson, Boston, Mass., has purchased at 92 and interest \$300,000 of the \$500,000 sewerage loan.

Blakely, Ga.—It is now stated that the election to vote on \$25,000 of 5 per cent. sewer bonds is to be held November 24. M. T. Chipstead is Mayor.

Boydton, Va.—Mecklenburg county is reported to have sold to A. J. Hood & Co. of Detroit \$60,000 of 5 per cent. road-improvement bonds.

Canyon, Texas.—An issue of \$3000 of 4 per cent. 4-10-year Randall county courthouse bonds has been approved by the Attorney-General.

Carl Junction, Mo.—It is reported that an election is to be held to vote on \$20,000 of water-works system bonds.

Childress, Texas.—An election is to be held November 24, it is stated, to vote on bonds for water-works.

Clinton, N. C.—Notice is given that on December 7 the Board of Sampson County Commissioners, A. J. Johnson, chairman, will offer for sale \$10,000 of 5 per cent. 10-year bonds.

Coldwater, Miss.—An election held November 10 to vote on water, light and drainage bonds is said to have been defeated.

Copan, Okla.—Reports state that the \$30,000 of school district building bonds have been approved.

Daytona, Fla.—The city has voted \$35,000 of 5 per cent. school-building bonds.

Douglas, Ga.—An election is to be held in Coffee county December 8, it is reported, to vote on \$100,000 of 5 per cent. 30-year road bonds.

Ellaville, Ga.—Bids will be received until noon November 23 by W. D. Murray, Mayor, for \$3000 of 5 per cent. 10 1/2-year average water-works bonds.

Fairfax, Okla.—An election is to be held November 28, it is stated, to vote on \$40,000 of school-building bonds.

Hamilton, Ga.—On October 8 the city voted \$2000 of 7 per cent. gaslighting plant bonds.

Hamlin, Texas.—It is reported that an election will probably be held to vote on \$25,000 of water-works bonds.

Hillsboro, Texas.—An election is to be held to vote on \$35,000 or \$40,000 of City Hall and fire station, water-works and sewer bonds.

Jonesville, Va.—On December 1 an election is to be held in Lee county to vote on road bonds.

Kingfisher, Okla.—An issue of \$6000 of school district bonds is reported to have been authorized.

Knoxville, Tenn.—W. R. Johnson, Mayor, writes the MANUFACTURERS' RECORD that the Knoxville Banking Co. has

[For Additional Financial News, See Pages 76 and 77.]

